

Jan 1930

ATLANTIC FISHERMAN

VOL. X

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JANUARY, 1930

No. 12



Sunrise on the Grand Banks

Fishermen on the Grand Banks today, though missing the sight of the old square riggers thundering by, have many present

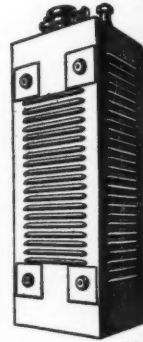
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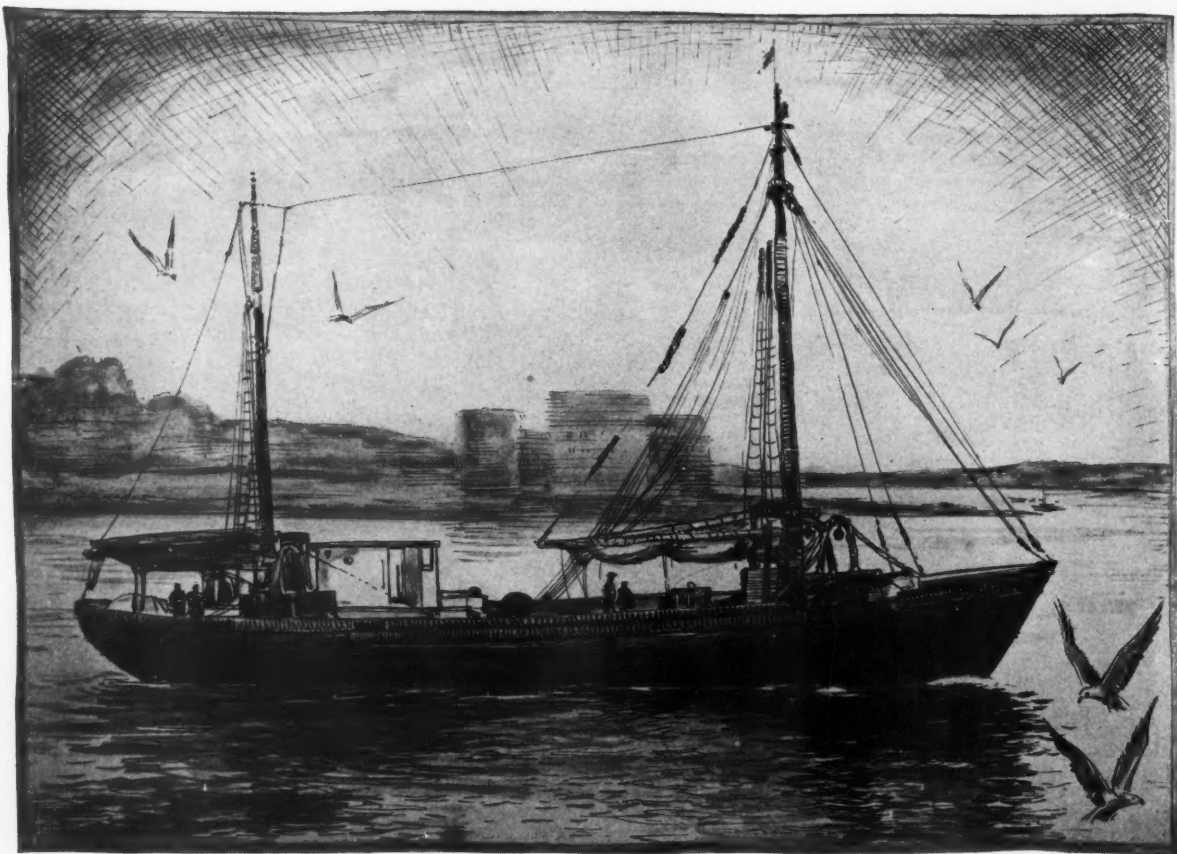
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Some mixture!..the captain poured into the fuel tank

"The cook's savings of pork grease, rotten whale oil, remainder of diesel oil, a quantity of used lubricating oil, aviation gasoline, coal oil, distillate, and gasoline. . ."

Captain C. T. Pederson...of the Northern Whaling and Trading Company...his fur trading over... was on a side-trip... whaling, east of the Mackenzie River. . .

"A couple of westerly gales had slammed the ice pack in on the coast...we found our way blocked...the ice the heaviest I have ever seen. . .

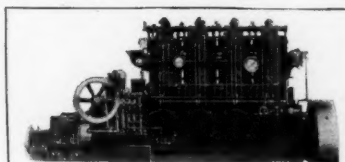
"It took us 5 days of 20 hours each, to blast and buck our way the few miles around Herschel Island... we tackled the smaller ice up against the bank. . .

"At times we had to buck ice

with our keel touching bottom. . .

"We burned up so much fuel, without making any headway, we naturally ran short of diesel oil" . . . so into the fuel tank went this mixture. . .

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Throughout our history, our users have always been our best salesmen . . . one boat-owner tells another. . . Mail the coupon for more information. Atlas Imperial Diesel Engine Co., Oakland, Cal.

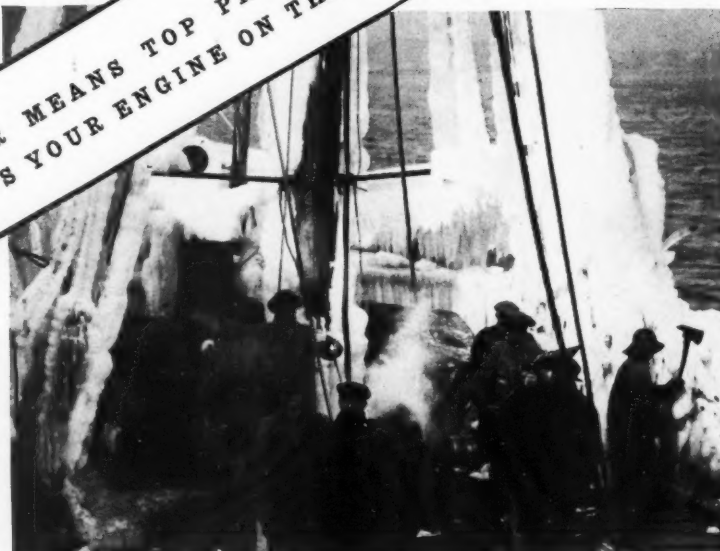
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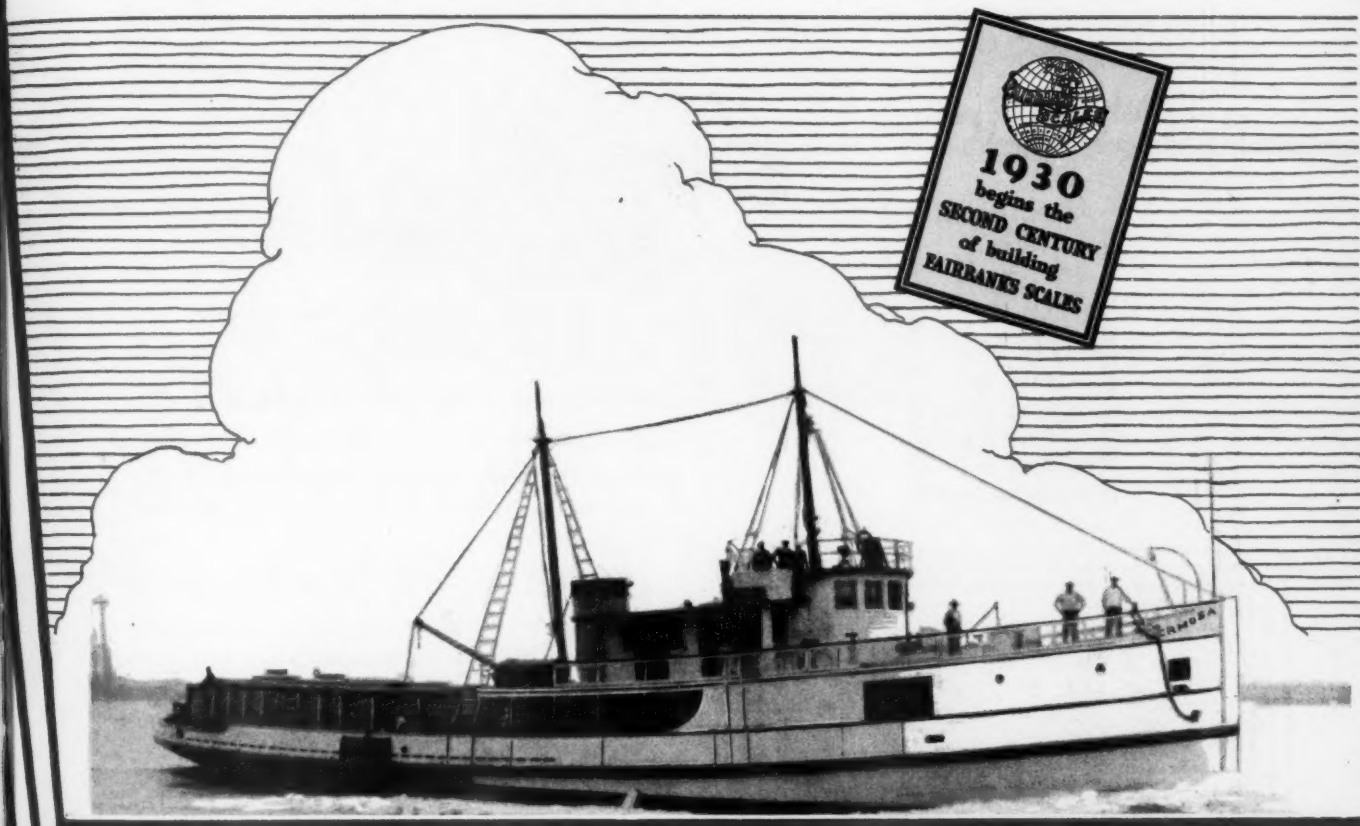
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This vessel, formerly a passenger steamer, was rebuilt recently for tuna fishing. Power is now supplied by a 560 hp. Model 37 Fairbanks-Morse Diesel Engine. A 30 kw. F-M Diesel

auxiliary generator set furnishes electric light and power, and two F-M electrically driven centrifugal pumps circulate water in the bait tanks.

The rapidly increasing use of Fairbanks-Morse Diesel power in fishing craft of all types should be significant to you. Interesting facts will be sent to you upon request.

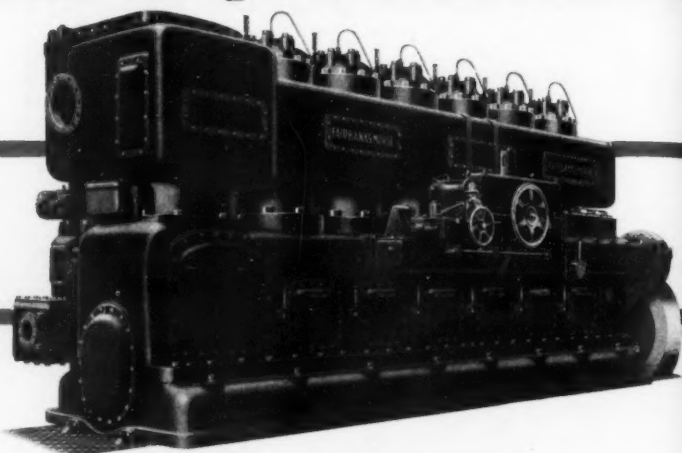
FAIRBANKS, MORSE & CO., Chicago
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OA27-293



FAIRBANKS-MORSE DIESEL ENGINES

3 factors important to marine builders and owners . . .



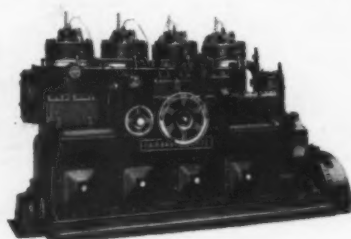
An 840 hp. Model 37 F-M Marine Diesel with built-in auxiliaries. Also available in other sizes from 250 to 1200 hp.



Three definite advantages—in addition to unequaled economy and dependability—are offered to builders or owners who equip or re-condition vessels with Fairbanks-Morse Diesel power.

1. Fairbanks-Morse Two Cycle, Airless Injection Diesel Engines are built in several models and in many sizes from 25 to 1200 hp. Thus there is an F-M Diesel to suit the power requirements of most types of craft—both for main drive and for auxiliaries.
2. When Fairbanks-Morse motors, generators and pumps are used in F-M Diesel powered vessels, responsibility for the efficient performance of everything from propeller shaft drive to electric lights is centered on *one* dependable organization.
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It will pay you to consider these three factors and the many other advantages and economies of F-M Diesel power before you build or re-condition any craft—large or small.



A 240 hp. Model 35 F-M Diesel built also in other sizes ranging from 75 to 360 hp.

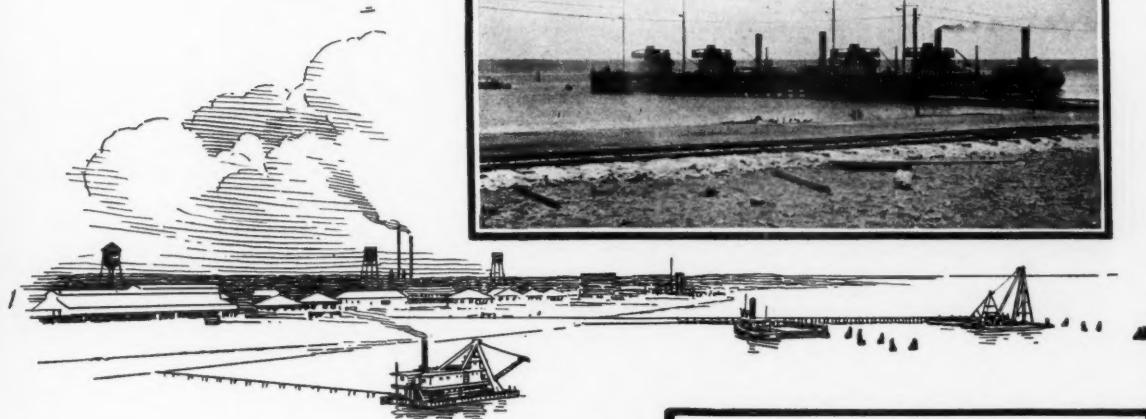


A Model 34 F-M Diesel. Ideal for tenders, small workboats, auxiliaries, etc. In 2 to 6 cylinder sizes—25 to 70 hp. Auxiliary units consisting of engine, air compressor and generator are also available.

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Looking toward the breakwater, showing the tanker pier for lake vessels.



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Crandall Engineering has erected a Dry
Dock, Breakwater, and Piers

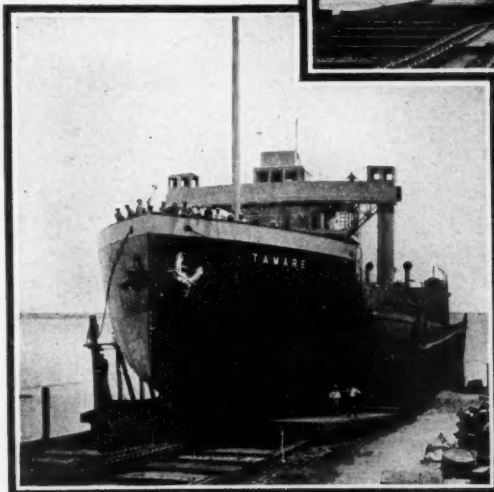
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Our organization specializes in sub-aqueous work and is prepared by experience and equipment to plan and build in any part of the world. We are always available for consultation.



S. S. Tamare being
docked in Crandall
Railway Dry Dock.



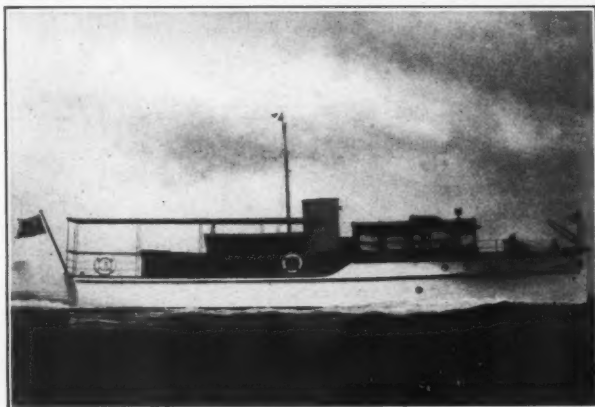
Crandall Railway Dry
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on the cradle, entirely
free of the water.

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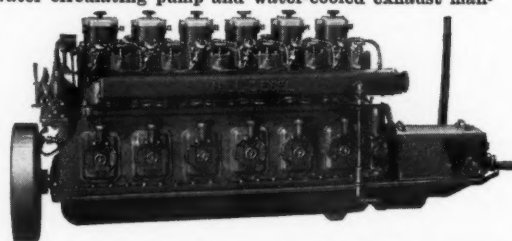
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THE "GERALDINE & PHYLLIS"



RIGGED WITH
A FAVORITE

OLD TO THE FLEET



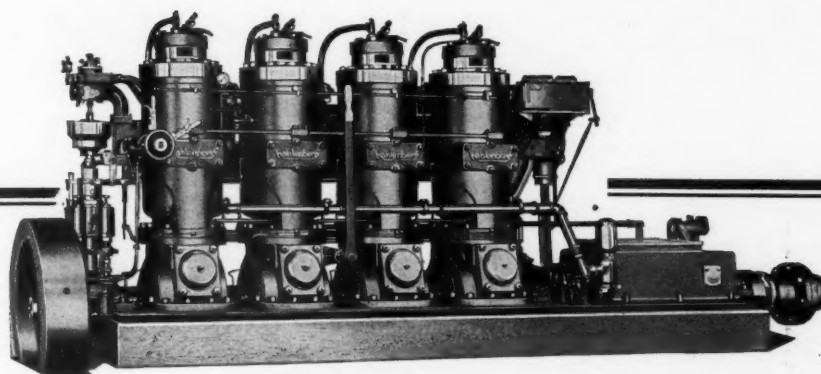
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REGISTERED U. S. PATENT OFFICE

"The Fisherman's Magazine"

Published Monthly at 92 West Central St., Manchester, N. H.

ATLANTIC FISHERMAN, INC., Goffstown, N. H.

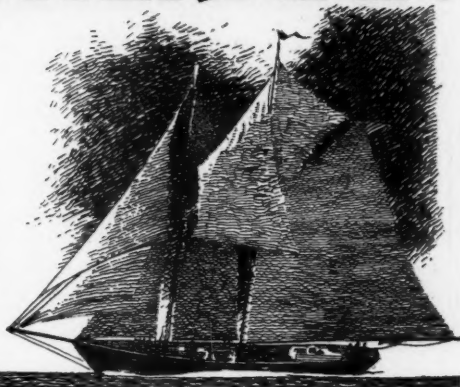
P. G. LAMSON, Publisher and Editor

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\$1.00 a year

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The purpose of the ATLANTIC FISHERMAN is to be a factor in the industrial growth of the commercial fisheries. To this end, the magazine is dedicated to the prime factors, in effect the creators, of the industry—fish producers, men who either fish themselves or who are instrumental in production through immediate interest in floating property. The ATLANTIC FISHERMAN serves its readers by discussing fishery topics; by presenting new methods, gear and designs, by being sufficiently interesting to afford relaxation from the strain undergone by those who follow the sea. While we realize that successful rehandling and re-selling are vital to producers, experience shows that the division between distribution and production is so distinct in the fishing industry that it is impossible to serve both faithfully. Therefore, the ATLANTIC FISHERMAN is published exclusively for producers—captains, owners and crews of fishing craft.



VOL. X

JANUARY 1930

NO. 12

The College of Fisheries at Seattle, Washington

The Work of Professor John N. Cobb, Dean

By Alfred Elden

WHAT! Go to college to learn how to be a fisherman? To be a scientific fisherman—yes! It's being done right along. The College of Fisheries, at the University of Washington, in Seattle, is the one and only institution in the United States affording such opportunity. There, the young man may enroll for a full four-year course and receive his piscatorial parchment.

The college has been in existence only 10 years and its founding was largely through the efforts of one man. Meet Professor John N. Cobb, first and only dean. This unique educational venture was and still is wrapped in the personality of its head.

Dean Cobb is well known here in the east. For the greater part of his life he has been in some way connected with the salt water fisheries. He spent a good long period in Massachusetts and Maine in the service of the U. S. Bureau of Fisheries. After that he was for some time connected with the Alaska Packers' Association.

Very naturally he came to have intimate knowledge of all branches of our North American fisheries. Those varied experiences had gradually been impressing him with the thought that there was great need for technical training and scientific methods in the fisheries industry. Why not a real College of Fisheries? But how to bring it about. Where was the attempt to be made?

Without Dean Cobb it is not probable that there would have been any College of Fisheries. But he had a "vision" and he has lived to see it materialized in most marvelous fashion. One day out there on the Pacific Coast Professor John N. Cobb called on the authorities of the young University of Washington and laid his plan before them. They liked the idea and agreed to help.

So a small building was set apart for the experiment. It had once been a naval bunkhouse or something like that. In effect those progressive University of Washington folks

said to Professor Cobb: "There's your College of Fisheries. Now all you have to do is get your scholars and begin turning out the finished product—scientific fishermen!"

Looked like a pretty big order. And surely it was a mighty "sketchy" sort of a "college." Still there must be a beginning of anything and everything. There wasn't much equipment but that came later. Seattle did seem like a logical locale for such an undertaking, because it is the base of the great fishing industry of the Pacific Coast.

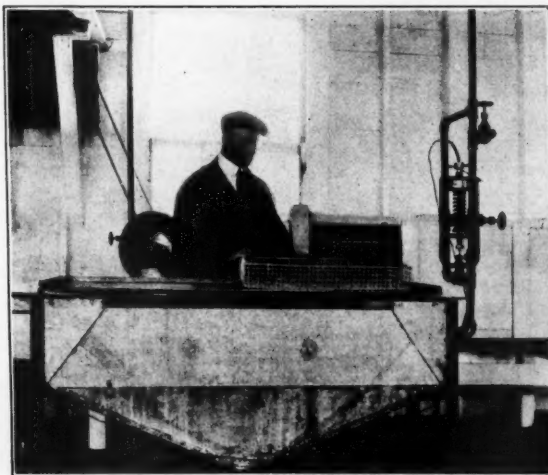
The salmon canning business is highly mechanical and to Professor Cobb seemed like a promising field for trained men. So, too, did the halibut and herring fisheries of Alaska, and the immense sardine and tuna packing industries of California. So sprang into existence the College of Fisheries and its founder became dean.

"There is nothing like it on this continent," Dean Cobb recently informed me, "nor for that matter in the world, outside of Japan and China, that teaches all branches of fisheries science. Started in the spring of 1919 its purpose was and is: first, to afford instruction in the principles and practice of fishery; second, to promote the interests of fisheries in the State of Washington and in the United States by encouraging the right use of fishery resources.

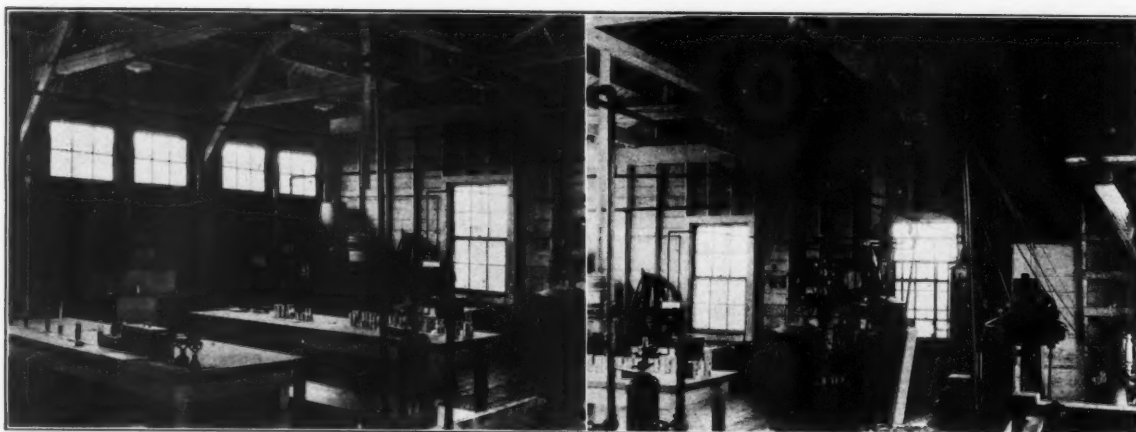
"Let's see, in that spring of

1919 we had an enrollment of 13. At the opening of this winter season we shall have close to 150 regular students! We have graduated 32 students with the degree of Bachelor of Science in Fisheries, and five with the degree of Master of Science in Fisheries. Then, too, a large number of special students, mostly persons disabled as a result of war services, have received from one to three years' training in fisheries. A large number also has attended the special short courses given each winter.

"These are in January and February and are largely for the benefit of persons engaged or interested in some phase of



Oil cooker for cooking sardines before canning, at the College of Fisheries, University of Washington, Seattle.



Views in the Fish Preservation Laboratory at the College of Fisheries, University of Washington, Seattle.

the fishing industry who desire to increase their efficiency, but cannot take the time required for a broader and longer course. But anybody who is interested may take these short courses regardless of their occupation."

It is interesting right here to note that while Dean Cobb's students have mostly come from the United States, a considerable number has also come from foreign countries or outlying possessions. Enrollments have been from the Philippines, Japan, Siberia, Russia, Palestine, England, Canada, Norway and Finland, while now the Brazilian government is sending representatives to take the courses. Worthy of mention too, is it, that practically all the graduates of the college are now engaged profitably to themselves in some branch of fisheries, while of the special students, many have advanced far in the industry.

"We never did plan to turn out men fitted only to be fishermen," continued Dean Cobb. "Our students are trained so they will have a theoretical and practical knowledge of all branches of fisheries included in the course selected. Each graduate is expected to be competent enough to assume charge and direction of work in his line either as an expert operator or in an administrative capacity.

"While the teaching of fisheries science has been, and is the principal work of the college, the various trained instructors are interested in different branches of the sciences and they, assisted by senior and graduate students, take up in addition to their teaching work, problems which confront the fishing industry and endeavor to find solutions for them. Their findings are published in our own series of bulletins and in trade and scientific journals accessible to the industry.

"Much work has been done upon the diseases and parasites which wreak such havoc among the fishes in our hatcheries and those in a wild state. We make extensive studies on the best and most economical foods for fish; the effects of trade waste and other pollutions on aquatic life; the influence of various things on salmon and trout.

"You may note that in addition to the fish cultural work carried on by the federal, state and county authorities at some 55 hatcheries in the single state of Washington, private hatcheries in the same state last year produced and marketed fish to the value of about \$500,000 and the business is constantly expanding. Many of our states are engaging in fish cultural operations on a large scale and such, of course, benefit from the work of our college.

"Frequently our research work has resulted in large financial gain to the fishing industry. In other instances the newer or better methods evolved as a result have greatly aided in producing more or better or cheaper articles, or a combination of the three. Such results more than justify our existence."

In looking around the college grounds I found that instead of a single little building there are now four commodious ones, but even these are temporary. Plans have been drawn for a permanent structure in another part of the University of Washington property adequate to the expanding needs of the institution. The college now has eight large laboratories, a brine-freezer, smokehouse and dehydrating plant, as

well as equipment complete and modern for all kinds of research work.

There is also a fish hatchery with a capacity for 2,000,000 eggs of all varieties handled in such plants, and with a number of ponds for rearing fish. A running water and balanced aquaria are available for the study of aquarium management and the hatching and rearing of ornamental fish. Then, also, practically all of the big industrial and fish cultural plants in the immediate vicinity of Seattle are opened freely to the college students where they may work as opportunity offers.

"For years in our Pacific herring fisheries," asserted Dean Cobb, "slipshod methods of salting were practiced. As a result the industry amounted to only 2,000 barrels a year which sold for whatever the buyer would give, usually from \$5 to \$7.50 a 200-pound barrel. Meantime we were importing about half a million barrels of Scotch and other cured herrings.

"By means of our short courses, actual demonstrations and laboratory research work, we have aided greatly this industry. From a pickled food pack in 1913 of 692,400 pounds valued at \$26,832, we went to the high total in 1922 of 36,233,300 pounds valued at \$2,044,984! And the industry is growing rapidly. We still import 50,000,000 pounds of pickled food herring."

Commissioner Henry O'Malley, of the U. S. Bureau of Fisheries, is a staunch supporter of the college. "We have on our staff," he tells me, "quite a number of graduates from the college who are proving to be very valuable men. Before the college we had much trouble in finding trained men. The institution gives just the sort of opportunity young men need, and is serving a most useful purpose.

"The fisheries interest of the State of Washington, or of Nova Scotia, or New Brunswick," Commissioner O'Malley emphasized, "do not greatly exceed those of Maine on our New England coast. The state university there is teaching agriculture and forestry. Fisheries, third of this trinity of natural resources, is entirely overlooked. The New England college which first adds a definite curriculum along fisheries lines will have taken a great step forward."

Dean Cobb may well feel proud of his work. There has been a steady demand for his graduates and they may be found scattered well around the globe. They have been particularly successful in fish preservation laboratories connected with fish canneries. At such places they have saved many times their salaries in preventing the packing of unsuitable goods.

I learned that many graduates have become fisheries experts for foreign countries. Their duties are to investigate the available resources of their fishery areas and to teach the local fishermen the best methods of developing them.

Other graduates have become editors and managers of fishery publications. Many are working along biological and fish cultural lines. And then there are still others who have acquired fishery businesses of their own.

Besides the Seattle institution, there is a School of Fisheries in Tokio, and one at Dalhousie University, Halifax.

Much Discussion at Gloucester About the Sinking of the Grand Banks Following November Earthquake

New Dragger and Trawler for General Seafoods Corp.

Babe Sears Launched

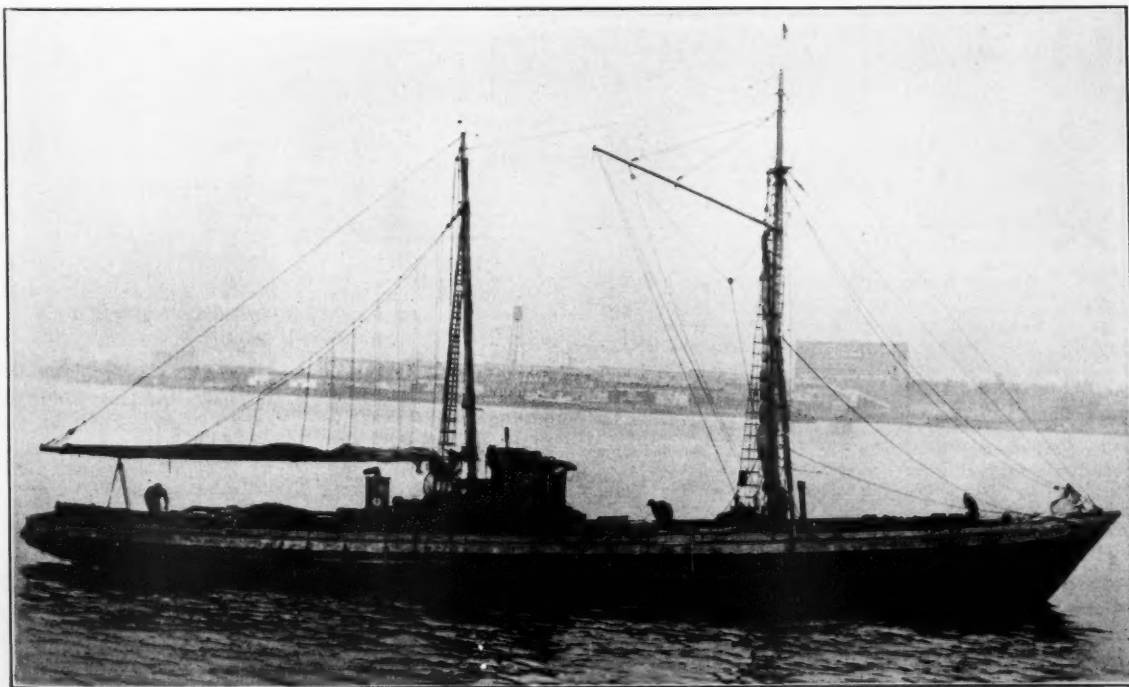
By E. A. Goodick

THE sinking of the Grand Banks, the fishing banks off the coast of Newfoundland, which has been reported by the cable ships sent out to repair the cables snapped by the earthquake of November 18th, is causing grave concern to the Gloucester and Nova Scotia fishermen.

The preliminary reports from the cable shops indicate that the Gloucester halibut fishermen will have to seek new grounds for their catches when they sail out of their home port. For nearly a century the fishermen have found the expansive Grand Banks the most likely spot in the Atlantic where good catches of halibut could be obtained. The most recent reports sent out by the cable ships indicate that there has been an extensive and serious sinking of the sea's bottom off Newfoundland. If a similar sinking occurred on land a widespread area would be completely devastated. In places where the soundings previous to the earthquake gave a depth of six hundred feet the cable ships report that a sounding of 15,000 feet, nearly three miles, is now necessary to reach bottom. Some of the cable ships report that for distances of 100 miles on the Grand Banks, the cables have disappeared and have sunk to unknown depths. Before the shock these copper strands were within six hundred feet of the surface. While these cable ships are still making exhaustive soundings, they all have reported that the quake appears to have caved in the bottom of that section of the North Atlantic, thus rendering useless the charts that have been made for this area of water. How extensive this new condition will prove to be no one yet knows.

The news that the Grand Banks had sunk caused considerable apprehension in Gloucester. It means that a fleet of 27 vessels that goes out of this port seeking this important food fish will have to spend many weeks of blind

searching for the new feeding grounds of the halibut. If the fish go toward Greenland, it will mean hundreds of dollars to the vessels in lost time in covering the longer distance between the fishing grounds and the ports where they market their fares. Years ago the veteran Gloucester fishermen fitted out for Greenland, but under the present conditions a vessel would have to secure \$100,000 worth of halibut to show a profit. While the Gloucester fishermen depend on the Grand Banks for halibut, these grounds are also the mainstay of the fishing industry of Newfoundland, Nova Scotia and some of the European countries. A fleet of French trawlers and many British schooners are at the Grand Banks most of the year. These are the largest banks in the world and therefore constitute the most extensive feeding ground for cod and halibut in the North Atlantic. The banks, triangular in shape, cover hundreds of square miles and their disappearance would be a hard blow to hundreds of Northern communities which are dependent on fishing for a livelihood and whose fleets are not equipped to make long trips. The findings of the cable ships indicate that the sinking of the shoals has taken place in the territory where the Gloucester fishermen put down their trawls on the southern and western edge of the Grand Banks. Several of them, including Captain Clayton Morrissey, stated yesterday that they have hooked the cables on their trawls while hauling in their catches. An agreement exists between the cable companies and fishermen by which the latter cut the trawls or anchors which have fouled on the cable, get the exact position of the tangle, and are reimbursed for the gear they have lost. Captain Morrissey states that the Government would probably be asked to make a new survey of the Grand Banks in order to give the fishermen some idea of where



The "Orion". Owner and Captain, John Dahlmar of Gloucester, Mass. Photograph, Courtesy Edison Storage Battery Co.

to look for their catches. If the halibut fleets which put out next month are unable to locate the familiar shoals, he stated that the search for the new grounds will have to begin. This will mean hunting the new places where the halibut feed and it may take weeks or months to find them. One of the veteran Gloucester skippers, Capt. Frank Hall, refuses to be alarmed about the reports of the sinking of the shoals. He said that it was probable that the halibut would move to more southern waters and could be taken without the necessity of a long trip. He pointed out that St. Pierre's and Green Bank were prolific sources for halibut and were not far from the Grand Banks. The local halibuters will get underway early in January and it will not be until they reach the grounds that they will know just how badly they will be affected. Nearly every skipper has his favorite spot on the banks and there is wide speculation among the captains and men as to just what has taken place.

Another New Dragger Launched at Essex

The new dragger *Andover* built for the General Seafoods Corporation by J. F. James & Son of Essex, is the first of five boats that are to be built for the General Seafoods Corporation, one of Gloucester's fastest growing concerns. The *Andover* was christened by Mrs. Eleanor M. Chance of Philadelphia. After the launching the boat was towed around by the tug *Evelyn* to the dock of the General Seafoods Corporation. She will be fitted for sea by the United Sail Loft Company.

The *Andover* is 102 ft. long, 22 ft. beam, 9½ ft. draft, 140 gross tonnage and 77 net. It is powered with a 230 HP Bessemer 6 cylinder engine, with sailing clutch on the propeller end and 75 KW Diehl Generator direct connected on the forward end. This generator is the variable speed reversible type 115 volt, with a 32 volt tap off for charging batteries. The main purpose of this generator is for supplying power to the motor driven deck winch for handling the trawl gear. The boat will have a speed of approximately 10 knots. In addition to the main engine there is a small Diesel engine in the engine room for driving an auxiliary hoist on deck for taking out fish. This engine is also connected to a water pump and a small generator for charging batteries. The latest and most modern ideas and equipment have been used throughout in equipping this boat. The deck winch is worm driven which makes it very quiet in operation. Another feature is the hot water heating system installed throughout the boat to give added comfort to the Captain and crew.

Trawler Dartmouth Launched at Fore River

The motor trawler *Dartmouth*, built at the Fore River Plant of the Bethlehem Shipbuilding Corporation, was launched recently. This is the first steel trawler to be built for the General Seafoods Corporation of this city. The *Dartmouth* will be commanded by Captain Iver Carlson of Gloucester. Miss Agnes E. Carlson, daughter of Captain Carlson acted as sponsor. Miss Carlson composed and read the following as she broke the bottle over the bow of the steamer. "May the strength of honest workmanship displayed in the beauty of this boat carry her safely on her course. Thus, I christen thee, *Dartmouth*."

Another Schooner for the Local Fleet

The new schooner *Babe Sears*, built for Captain Joseph Sears was launched at the yard of Arthur D. Story on December 18th. The new boat will be rigged for beam trawling. Captain Sears' last command was the schooner *Mary Sears* which was destroyed by fire on Georges last summer.

Enterprise Towed In by Agnes & Myrnie

The local steamer *Enterprise* was disabled a short distance from Eastern Point when her crankshaft was broken. She was picked up by another gill netter the *Agnes and Myrnie* and towed in.

Schooner Julia Burns Up at Sea

Captain Leo Favoloro and his crew of five men were rescued by the *Antonia* when the *Julia* caught fire and sank off the Isles of Shoals, on December 10th. The engineer, Vita Lograsi, was slightly burned about the face and neck. An explosion happened just before noon when all hands were on deck. The explosion was so terrific that it lifted the men off their feet. Immediately after the explosion a

sheet of flame shot out of the gangway. Lograsi, the engineer was hurled against the side of the engine room, but managed to reach the companionway through which he climbed and fell across the top step. Captain Favoloro, who was at the wheel, rushed forward and grabbed Lograsi and pulled him from the burning companionway, while the others of the crew launched the dories. The *Antonia* was fishing about a mile away when the explosion occurred. It was so terrific that it was heard by the members of the *Antonia's* crew, who hastened to the rescue when they saw a cloud of black smoke arise from the *Julia*. After picking up the *Julia's* crew the *Antonia* stood by and watched the boat burn up as there was nothing that could be done. The *Julia* was built in Essex in 1925 and was valued at \$25,000. She was covered by insurance.

Imperator Sold at United States Marshall's Sale

The schooner *Imperator* was sold by the United States Marshall on December 14th. She was sold to the Gorton Pew Fisheries Company whose bid of \$8,300 was the highest.

Kittery Fisherman Rescued After Being Adrift All Night

Suffering from the extreme cold of December 11, Fred Day, a young fisherman of Kittery, Maine, nearly lost his life in Ipswich Bay, and the fact that he is still alive he owes to the stick-to-it-iveness of Chief Boatswain's Mate Fitzgerald of Base 7.

In the morning of December 11, Day, a trawl fisherman of Kittery Point, set out from the harbor to set his gear. He left in an open 26-foot power dory for a spot between Wood Island and Duck Island off the Isles of Shoals.

Everything went well until about three o'clock when he started for home with a fair load of fish. His engine began to sputter and miss and after about a half hour, "died" altogether, leaving him to drift along at the mercy of a rising wind, which swept from the Northwest accompanied by bitter cold.

Ashore his wife became worried when he failed to put in an appearance and she telephoned to Boatswain Jasper B. Myers at the Wood Island alarm. Patrol boat 279 set out from the island as did several of the picket boats. A telephone message was also sent to Base 7 in this city and the "157", with Chief Boatswain's Mate Fitzgerald in charge, took up the search.

All through the night the searchlight of the patrol boat swept the water between Halibut Point and in the direction of Portsmouth, the watch trying to pick up the small boat, an almost impossible task on account of the dense vapor arising from the water.

Meanwhile, Day, half frozen, was fighting against the drowsy feeling which comes to those on the point of freezing, and several times during the night he aroused himself enough to stagger to his feet and get his blood circulating by turning over the heavy engine, which refused to function under its own power.

At seven o'clock on the morning of December 12, about 5 miles northeast of Halibut Point, the watch saw what he thought was a small boat bobbing through the mist. Then a lift in the vapor showed him that it was indeed a boat, and he communicated with the man at the wheel. The patrol boat swung away from her course and headed slowly toward Day, its siren shrieking to notify the occupant that he had been seen.

Sues Master for Husband's Death

Declaring that her husband, Gregory J. Slaney of Gloucester, lost his life, April 1, through his inability to reach the Sch. *Henrietta* on which he was employed as a fisherman, due to the alleged carelessness and negligence of those in charge of the vessel to warn him of the schooner's location, Mrs. Annie M. Slaney of Gloucester, administratrix of his estate, has filed suit for \$30,000 damages against Ernest M. Cromwell of this city in the United States district court here.

Georgianna Ashore

The schooner *Georgianna*, Captain Dominick Arsenaault, owned by the Gorton Pew Fisheries Company was a total loss at Cape George, Newfoundland. The *Georgianna*, one of the fleet of herring vessels, went ashore in a snowstorm on December 9, just inside of Cape Saint George, in St. George Bay. She was loaded with salt having been on her way from this port to load herring. The crew took to the dories and have all been accounted for. The *Georgianna* was built in Essex in 1905.

Ship Yards and Boat Builders Busy

Fishing Notes from Maine

By the Fisherman's Doctor

THE Bath Iron Works, Bath, Me., has been sending a stream of trawlers down its launching ways into the Kennebec, and has contracts on hand for several more. William Frost of Jonesport, Maine, has built three large boats for scallop draggers and has orders for several cruisers and fishing boats.

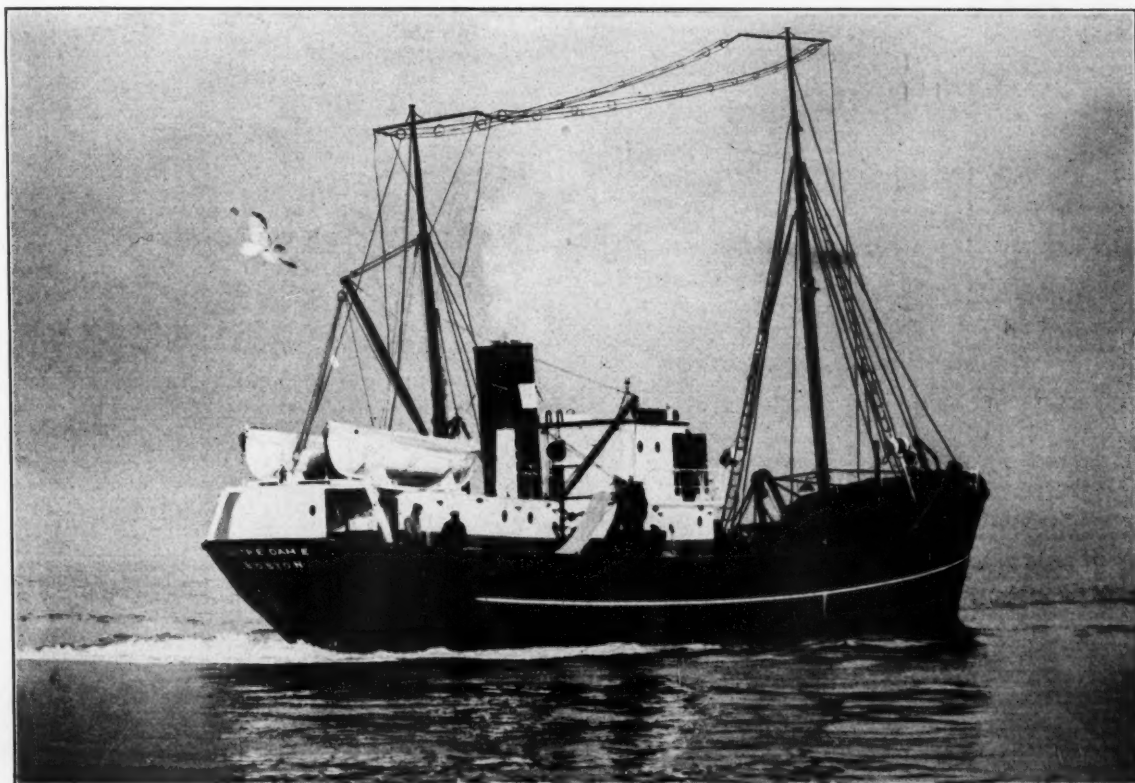
The Charles A. Morse ship yard at Thomaston has just built a new dragger, the *New Bedford*, for Foley and Mitchell. It is a sister ship to the *Wamsutta*, about 76 tons gross and with a 170 h.p. Bessemer engine. This yard is now building a large boat for Herman Saunders of New Bedford.

J. D. Morse at Damariscotta is building seven schooners, all equipped with Fairbanks-Morse engines. A 72-footer with 100 h.p. for Isaac Norton of Edgartown; a 97-footer with 180 h.p. for Provincetown and Boston owners, and the follow-

schooners *Neptune* and the *Lloyd Jack*. Five seamen were taken off the *Northern Light* by the *Baltic* and the schooner was abandoned. It was a daring rescue, made in heavy and dangerous seas and it resulted in the death of Rex Parson, 20 years old. The big liner sighted the disabled schooner about 600 miles southwest of Cape Race. The deserted fishing vessel was left in a sinking condition and the *Baltic* was forced to cast adrift the lifeboat in which six men were rescued. The liner *Republic* picked up the captain and ten seamen of the schooner *Gander Beal* nearly 1,000 miles off Cape Race.

Capt. Walter Young of Pleasant Point, while hauling his lobster traps last week, hauled up a lobster weighing more than 12 pounds.

The steamer *Farnorth* towed the schooner *Effie May Petite* into the harbor here today after the schooner had been at the mercy of a storm for ten days, during which those on the *Petite* had lived on cold food, lemonade and ginger ale. The schooner, one of a fleet of fishing boats which left here two weeks ago and encountered one of the worst storms in this section in many years. The schooners *Neptune*, *Lloyd Jack*, and *Jean Blackwood* are believed to have been lost. The *Farnorth* met the schooner near Trepassy Bay last night with the Union Jack reversed. Capt. Murley launched a life-



The trawler *Notre Dame*, owned by the Atlantic and Pacific Fish Co., of Boston, and commanded by Capt. Magnus Magnusson. Driven by a 4 cycle, 500 H. P. 6 cyl. Bessemer Diesel engine, 230 E. P. M. Equipped with a Bromfield trawl winch, and Edison batteries. The marine hardware and tool equipment were furnished by Charles Parker Co. She carries Radio-marine Corp. of America wireless equipment with a licensed operator. She is 132 ft. long; 24 ft. beam, and 13 ft. depth, with a capacity of 275,000 pounds of fish. A sister ship, the *Fordham* was launched at the Bath Iron Works, Bath, Maine, the early part of this month, and is in command of Capt. Nicholas Cole, formerly of the *Holy Cross*.

ing for Gloucester parties: an 80-footer with 100 h.p. for Producer's Fish Co., an 80-footer, with 120 h.p. for Nick and Sam Giamanco, an 80-footer with 120 h.p. for Philip Firlotto, an 86-footer with 120 h.p. for Philip Parise, and an 86-footer with 100 h.p. for Tom Seola.

Another of the ten little fishing schooners blown far to the sea in the recent storms which have swept the North Atlantic ocean was accounted for with the rescue of the captain and the crew of the *Northern Light* by the liner *Baltic*. Only two members of the ill-fated fleet still are missing, the

boat which went to their schooner and took Capt. Keans, his wife and daughter to the steamer. They said they had not eaten warm food for ten days and that two days after leaving port the schooner's water barrels were stove in and they were unable to cook. Three barrels of lemonade and ginger ale were in the cargo and this was the only liquid food they had. Capt. Keans said that the cold was intense from the time the storm first started. All the canvas was blown away and the crew of 16 men was engaged in beating ice off the rigging and deck to keep her afloat. When the gale abated the schooner headed for land and met the steamer *Meigle* which

took it to tow. During the night the tow line parted and the boats lost each other in another storm. The following day the storm abated and the crew rigged some spare sails and headed for land again. It was then met by the *Farnorth*.

There are no indications in Eastport at present of clam canning being started up here but with an abundance of the valuable shellfish easily reached by boatmen during most of the winter, it is probable that one or more cannerys will be operated early in January, as there are plenty of working people who can be engaged at reasonable wages, usually 40 cents an hour being paid.

Rescued from their sinking schooner just ten minutes before she disappeared beneath mountainous seas, the crew of nine men and two women from the *Merry Widow* were brought safely to port here late today, by the rescue steamer *Beothic*. Capt. Blackwood of the *Merry Widow*, said the weather was bad enough, but "two days after leaving port in a northwest hurricane our water barrels, which were on deck, were carried overboard and our fuel ran out. We were now without fire, water, or food and the cold was bitter. The women folk stood it great and were as good as many men on board, but mister, we're mighty glad to reach land even though all we owned is gone." The skipper of the *Beothic* tried in vain to launch boats even though oil was poured on the waters. Finally Capt. Winsor maneuvered the steamer broadside to the *Merry Widow* and drifted down on her. The *Beothic's* crew lined the ships rails and each seized a man or woman from the schooner as the ships met. A few minutes later the *Merry Widow* sank beneath the waves. There are still missing schooners of the fleet of fishermen which were caught in the great storms. Some of the rescued lost their means of livelihood when their boats went down as did the *Merry Widow* with her Captain and crew.

Since the week opened there have been satisfactory catches of haddock that during most of the year in Passamaquoddy Bay and Eastport Harbor seem to be the most abundant and most valued fish caught on trawl hooks and are always in demand.

This has been a hard fall for lobster fishermen. Lobsters are scarce, and the weather has been rough and windy. The price, however, is quite good, but not as good as it might be.

The Maine Sardine Packers, representing this important industry with an annual pack of about \$7,500,000 met at the Penobscot Exchange. Those attending from Lubec were James McCurdy, A. C. Ramsdell and Milroy Warren.

A new fishing enterprise out of Lubec is being conducted by Messrs. Stevens and Ronald Guptill who are using one of the buildings on the Pearl Essence Company's wharf managed by Reginald Cheney for headquarters and have been running their large power boat to the Quoddy grounds each pleasant day.

The Underwood Company recently completed its sardine pack for the season and early next month will begin packing clams in some form. The new industry has given employment to between 150 and 160 hands the past summer, and the season is counted a success by Supt. Kelly in spite of the fact that the work early in the season was to a considerable extent experimental.

Capt. H. L. Allen of the lobster smack, *Pauline*, was severely injured one day last week when he was thrown backward while at work. He was carried to his home in Machias.

The schooner *Mattie* of Brookville, has been at R. I. Stewart's fish landing with fish bound for Gloucester, Mass.

Capt. William Elliott of Bath, dropped dead on the schooner *Mabel Frye* in Rockland Harbor. He has been succeeded in the command of that craft by Capt. Milton N. Rice, of Massachusetts.

Much damage was done to the lobster traps during the storms. Some fishermen of Swans Island reported as many as a hundred traps missing.

Something like 35 scallop boats are operating between Rockland and Stonington, which is about the same number as last year. The similarity ends there, however, for the production is only about half as great and the selling price of \$2.50 a gallon does not make such tuneful music to the fisherman as that which was assailing his ears last year. Among the reasons which tends to make the price below last year's form is the fact that there has been so much unusually good weather for production on other scallop beds. Caseo Bay, for instance, is taking care of the Portland demand. The largest catches yet reported in this vicinity by a single boat are 35 gallons, these having been made by the smacks *Isabelle* and *Madaline* and *Flora*. Last year they were making as high as 70 gallons a day. Rodney E. Feyler, who is again acting

as commission merchant for this locality says that the demand for scallops is 300 per cent greater than ten years ago. Then, it used to be difficult to get rid of 450 gallons of scallops a week; now it is not uncommon to market between 5,000 and 6,000 gallons. Mr. Feyler acted as broker for 73,000 gallons of scallops at New Bedford during the summer season.

Up to last week clam diggers and peddlers have not been active but the season is on hand for clams and for the entire winter many barrels are dug and marketed early at a profit. Later in the season clam canning may be started up here as in recent winters as the shellfish are abundant in many parts of Passamaquoddy Bay.

Down around Matineus and Criehaven the fishermen are receiving 30 cents a pound for lobsters. The price rose to 40 cents for a short period and then a Wall Street wave struck and back the crustaceans went to 30 cents.

A number of men are employed clearing up the large amount of the ruins at the Frontier Canning Company sardine factory at Robbinston, 15 miles from Eastport, which was entirely destroyed by fire two weeks ago just at the close of the season. It probably will be late next Spring before the refuse can be removed, and preparations made for rebuilding a modern fireproof plant. For the next few months there will be work available for a number as during the long winter there are many people idle as no other industries are carried on there aside from sardine canning for a few months. The big cannery was owned and operated by Loring E. Holmes, formerly of Eastport, and residing in Robbinston for many years past, although every winter going to Florida.

The auxiliary schooner *Naomi Bruce* burned to the water's edge and then sank in Muskegety Channel between Martha's Vineyard and Nantucket. The *Bruce* was a small craft valued at \$7,000.

W. H. Woodward, keeper of the Manana Island fog signal station was commended recently by the Commission of Lighthouses for the "valuable assistance rendered by him in saving a power trawler which became disabled off Monhegan Island, November 6. With the aid of his power motorboat, the citation said, Woodward succeeded in towing the trawler two miles in a choppy sea to a station where repairs were made."

The back of the fish famine which has prevailed here two weeks has been broken when six schooners reached port bringing a total of 30,000 pounds of groundfish. The boats which reached port came in from New Ledge and inasmuch as six other vessels were still out on Cash's Ledge, it is said they expected from 60,000 to 75,000 pounds of fish will be taken out today at the pier. Although the catches were comparatively small, every boat of the fleet fished in spite of the snow which fell off shore the greater part of the day. The arrivals were the *Lochinvar* with 11,000; *Elinor* with 8,000; *Rita A. Viater* with 6,000 and the *Benjamin Thompson* with 5,000 pounds and the *Albert Black* and the *Richard D. Nunan*, the latter with 1,800 pounds. Wholesale dealers paid eight cents for haddock and four for cusk and hake and although fish will be more plentiful today, prices are still expected to remain high on account of the great demand.

A fine and deserving compliment has just been paid to a well known Rockland master mariner in the form of an offer to Capt. Charles R. Magee to command the new Diesel yacht now approaching completion at Wilmington, Delaware, at a cost of \$1,250,000. The craft is to make a cruise around the world, and if Capt. Magee consents to serve as skipper he will draw the magnificent sum of \$10,000 a year. This tempting offer is made on the strength of the very highest recommendation furnished by representatives of the U. S. Shipping Board when the owner of the new craft was casting about for the right kind of a commander.

Fears for the safety of the crews of the two local fishing schooners *Sunapee* and *Richard J. Nunan* were allayed with the arrival of the vessels, the *Sunapee* coming in in the afternoon and the *Nunan* shortly after midnight. Capt. E. Smith, skipper of the *Sunapee* reported that he had been forced to leave five tubs of trawls on account of rough seas. Capt. Fred Bickford of the *Nunan* also reported having lost half a dozen tubs of trawls on the banks. Capt. H. Alexander of the schooner *Isa and Beulah* told of how his vessel sprung a leak when making port and in order to keep the craft afloat all hands manned the pumps until morning for moderate weather to dock. They all returned to Portland safe.

The Fisherman's Doctor has returned after several weeks' stay at the Marine Hospital, Portland, and has improved a little in health, and hopes to continue, and wishes one and all a prosperous New Year. He would appreciate having any fisherman who happens to be in Bucksport call on him.

New Sardine Packers' Association

Colors of Lobsters Vary

Maine Activity

By Alfred Elden

THERE is much interest along the coast in the newly organized Atlantic Coast Sardine Packers' Association, which it is believed will greatly unite the industry and do away with price cutting. In its rules and regulations many of the good features of the late defunct Maine Cooperative are retained, while objectionable provisions are eliminated so its methods will be above criticism.

At a December meeting I. M. Bangs of the Bay Shore Sardine Co., Addison, asked the secretary to notify all packers and to advertise in trade journals that his price on quarter

cost finding. At the close of their remarks the packers agreed unanimously to submit their books to inspection by representatives of the firm, who will make suggestions as to the method of accountancy best suited to the industry.

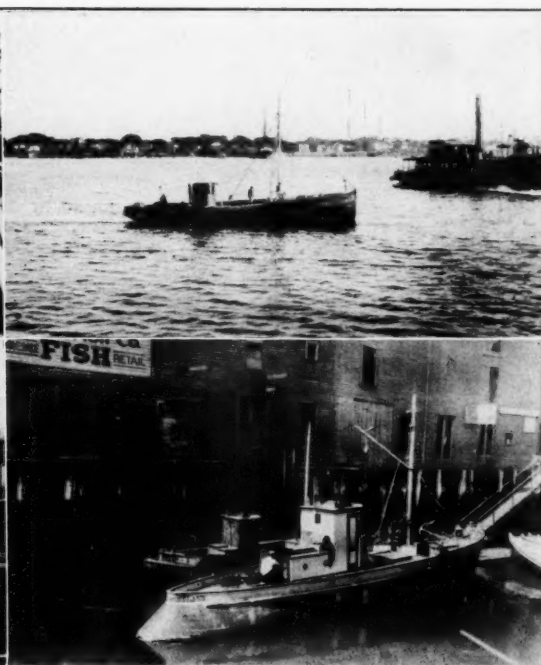
Hon. Frank P. Washburn, Maine Commissioner of Agriculture gave an address of much interest, as did Edward Lang, of Portland. Those present at the December meeting were: W. R. McDonald, South Portland; R. W. Stevens, Yarmouth; Glenn Lawrence and A. Lawrence, Rockland; Angus Holmes, Sr., and Angus Holmes, Jr., Stockton; J. Wass, Southwest Harbor; I. M. Bangs, Addison; M. L. Warren and John McCurdy, Lubec; M. P. Lawrence, North Lubec; James Abernathy, West Pembroke; Loring E. Holmes, Robbinston; John A. MacNichol, D. C. MacNichol and J. M. Norwood, Eastport.

Manager A. L. T. Cummings, of the State Chamber of Commerce, has received a request from a Baltimore jobbing house asking aid in finding net makers in Maine coast towns. Women who are skilled in the art of knitting fishnet of the mesh suited to crab and minnow dipping can find opportunity



UPPER LEFT: Italian gill netters' sons mending and cleaning out the nets. The Portland Italian fishermen now have a fleet of no less than a dozen 40 to 60 ft. boats.

LOWER LEFT: Here's one answer to the question, "Where do old automobile tires go?" Hang them over the side for fenders.



UPPER RIGHT: Italian gill netter "Leonardo", one of the Portland cod and haddock fishing craft.

LOWER RIGHT: Looks like a young battleship, but it isn't. Just an all round Portland fishing craft.

oil keyless sardines and on quarter mustards would be advanced to \$3.75 per case on Dec. 15 and that a further increase of 15 cents a case will be made on all grades and sizes of the pack on Jan. 2. This will be accepted as the standard price by all members of the association. It is also in line with the rules and regulations of the association which have been subscribed to by all sardine packers in the state with two exceptions and these have signified their intention of coming in later.

The rules and regulations under which the association proposes to work have been signed and sent to the federal trade practices commission in Washington. Members refuse to make public their program saying that must come from Washington.

Among the questions already discussed is that of production costs. One official stated that few of the packers knew what it actually cost them to produce their goods. Two representatives of Ernst & Ernst, public accountants with offices in the principal New England cities, spoke on the subject of

for making money in their homes by writing Mr. Cummings. He has learned that a woman at Dark Harbor and another at Vinalhaven have been employed in this sort of industry for many years and are willing to help others.

When Lobsterman Ralph Connors, of Marblehead, took a lobster of variegated colors from one of his pots he started quite a discussion. It was an interesting crustacean and Boston papers made much of the crustacean. Its predominating colors were blue and yellow instead of the usual dark green that prevails on the carapace, tail and legs of the average lobster alive in its native element. Yet, really, it was nothing particularly to excite a veteran lobster fisherman.

I have records showing that many lobsters have been taken where the prevailing body colors were blue, red, reddish-yellow, cream, or almost perfect albinos; while there are cases of melanism known in direct contrast where body color was jet black.

So, too, will many changes in the pattern of the colors be

noted. In the normal variety the upper part of the body is mottled with green, blue and cream color. Then there are spotted or calico lobsters, the coloration of which is a bold pattern of green and light yellowish spots. Variegated or pied specimens have been taken infrequently, in which the contrast of tints was abnormally pronounced.

In April, 1874, a female lobster weighing two pounds was caught off Hurricane Island. Her color was a rich indigo and along the middle of the upper part of the body, shading off on the sides into brighter and clearer tints. In 1892 a Peaks Island lobsterman caught an 11-inch lobster of a pure indigo blue. For many years Lewis McDonald, a Portland fish dealer, exhibited an absolutely white or albino lobster preserved in a jar of alcohol.

A lobster was caught at Beal Island, near West Jonesport, seven inches long and absolutely jet black. A few bright red lobsters, looking as if they had been boiled have been taken along the Maine coast at various times. In 1886 a lobster was caught in Casco Bay near Long Island that attracted much attention. Half of the body shell was light yellow up to the middle of the back, while the other half was bright red.

In 1898 R. T. Carver, of Vinalhaven, had in his possession a female lobster about 11 inches long, which when taken from the water was a bright red all over except for the feelers which were of the usual dark green.

Single-handing it in his Hampton boat, Captain Edmund Doughty, of Great Chebeague Island, stocked \$270 in four days in early December. While the schooners and large gill-netters stuck to their berths on account of the bad weather offshore, Cap'n Doughty slipped in and out in his little Hampton, taking chances of course, but reaping the rewards.

Franklin Trussell, 80, long identified with all of Port Clyde's fishing industries and founder of the present cold storage, fish, and ice plant, died in early December. He was a fine, courtly gentleman of the old school, and a progressive citizen who will be greatly missed.

Tubs of trawls and gear amounting to several hundred dollars were lost on Cashes during early December storms. Captain Fred Bickford, of the *Richard J. Nunan*, lost seven tubs valued at \$16 each.

Maine is allotted a \$50,000 fish culture station in a five-year program of fisheries expansion provided the bill introduced by Representative Wallace H. White, Jr., of Maine, passes. The bill also includes authorization for steel fish distribution cars. The bill also provides for research in commercial fisheries, proper husbandry of fisheries, utilization of waste products, improved methods of capture, merchandising and distribution, and other problems of the fishing industry. Maine's station is scheduled for the third year of the program which began last July 1, so will get its station in 1931 if the White bill passes. President Hoover's advocacy of a building crescendo to meet the national financial crisis is regarded as a good omen for the fish station building program.

It looks as if the Passamaquoddy weirmen are pretty likely to see to it that Connors Brothers, of Black's Harbor, literally get the "pick of the pack" when it comes to herring of suitable sardine size. Nor can they be blamed. The big factory ran at capacity nearly the entire season, paying the fishermen a uniform price of \$10 a hoghead and putting up 330,000 cases as their season's total.

Two men of New Harbor—one possessing only one arm, and the other almost stone blind—cooperate in carrying on a successful lobster business. Delmar B. Little, is the one armed man while Frank C. Geyer has no effectual use of his eyes. Yet both are dependent on their day's fishing. It is impossible for Little to pull a lobster trap, while Geyer is unable to see the buoys. The process therefore, is to have Little steer and hook up the buoys, with Geyer hauling the traps. Then Little removes the lobsters.

The flounder dragger *Hobo*, of Southwest Harbor, is operating right off the Eastport water front, making very satisfactory catches and shipping them to Boston. There is considerable flounder fishing at various points around Passamaquoddy. The fish are secured by using hoop-net traps, seines and occasionally by spearing them in the shoal waters of the coves and harbors around the many islands.

There are persistent rumors that this winter will bring some developments in the Dexter P. Cooper dam project. All that is necessary, to start the great undertaking, it will be recalled, is a favorable action on the part of the Canadian Parliament which has been delaying its ultimatum pending re-

ports from various committees as to the probable effect the dam would have on the fisheries inside its confines.

Only recently the Cooper Dam Project Company has taken over the first floor of the Seacoast Canning Company building on Sea Street. It has long been occupying the two upper stories and now it has the entire building. This, coupled with the fact that Dexter P. Cooper, and family have moved back from Massachusetts where they went to spend the winter, and are now occupying their home at Campobello Island, is taken as an indication that news agreeable to the great tidal undertaking may soon be forthcoming.

When the scallop season opened in Casco Bay, November 1, nearly 50 Hampton boats equipped with small drags went after them. Some of these two-man outfits did so well that they brought in 30 and even 40 gallons a day. Prices were low, however—only \$2 a gallon. But the cream of the dragging was soon over. On December 20 about a dozen were still engaged. In the early part of the month prices shot to \$4, but the late December quotation was \$3.



Motorboat "Reconnaissance" in Passamaquoddy Bay, owned by Engineer Dexter P. Cooper, of Cooper Quoddy Tidal Project. Equipped with a 65 H. P. Kermath Engine.

The fishermen found December one of the toughest months of the entire year. Gales, snow, hail and cold rain were frequent. Only the hardiest of the small Hampton boat fishermen are fishing; most of them have quit until March. The majority of the Italian gill-netters are also laying off for better conditions. The big schooners have had to dodge out and back between storms, but have done fairly well because of the bare markets and high prices.

Captain Fred Bickford, in the *Richard J. Nunan*, had to leave Cashes and run for it. He lost seven tubs of trawl valued at \$16 apiece. But next trip he broke all records for a day's set and came in with 35,000 pounds of groundfish. The *Nunan* stocked \$1175 and each member of the crew shared \$47 for his day's work.

Captain Edmund Doughty, of Great Chebeague, in four day's fishing from his Hampton, in between storms, stocked alone \$270.

Haddock were scarcer in December than in November, and brought 8 to 11 cents. Hake and cusk brought 4 to 6 as did cod, but cod have been in small supply. Smelts slumped almost completely although the Italian gill-netters when they quit the outside fishing generally do well in December netting the Casco Bay products. What few were to be had brought 12 to 28 cents for low and high. Flounders also did a disappearing act. One dealer had hard work to fill a five-pound order on Dec. 20. Yellow backs brought 3 cents and black backs 5 cents when there were any.

The F. H. Snow clam handling plant at Pine Point is doing the bulk of the western Maine packing and shipping fresh clam business. Although right in the "clam belt" this factory is also buying large quantities of clams from Casco Bay diggers. Great Chebeague Island alone has been sending 90 barrels of clams a week to Portland where they were transhipped by truck to the Pine Point cannery.

Where Have the Cod Gone? And What for, are Questions Asked by The Vineyard Fishermen

By Joseph C. Allen

MATTERS in general, lying between four and forty fathoms, are pretty quiet and unexciting in these latitudes as December hauls past the weather quarter. A number of the boys generally do a little loafing about this time of year, the scalloping at Edgartown, the lobstering out of Menemsha Bight and the eel-potting all commonly wind up at about the same time and altogether, there is an atmosphere of quietude spread all over the place like a quart of cylinder oil on a bright deck.

December has been a pretty fair month with all hands. Everything with any legs on it has been able to lay on the haddock practically half the month. Those fish shifted their moorings about that time and were not picked up in anywhere near as large numbers from then on. The yellow-tails struck on to take the place of 'em, good, big fish and not too far from home. Of course, there is no comparison between the haddock and the yellowtail, everybody knows that the last-named was created just for practice. But they help to pay the expenses of the trip just the same and the vessels have mopped up plenty of them.

The inshore fishing, otter-trawling, has been just about average. Up to the time of this writing, no one had gone into the Lagoon at Vineyard Haven. Possibly no one will, although there is usually a few weeks of very good fishing there. But for some weeks previous the small boats had been operating almost in the front yards of their owners, as you might say, and finding little difficulty in paying their way.

Lobstering held on mighty late, some pots still fishing on the fifteenth of the month. A few have been known to fish as late as Christmas, but there has been more Vineyard lobster gear overboard this December than perhaps was ever known before. The lobstering has been surprisingly good, too, and probably would have been much better than it was if bait had been plentiful. Across the sound from us, the Buzzards Bay lads have had excellent fishing as wind and sea doesn't bother them much about hauling in the coves and gutters where they set at this time of the year.

There has been a good catch of tautaug, all hand-lined. Both sides of the sound have been good fishing grounds and the fish have run large. Up to the middle of the month the boats from the islands and mainland were following the fish pretty closely.

It is practically decided among the boys hereabouts that our cod have gone. Where or what for, is the question, but no one is catching any nor have they been able to anywhere inshore for over a month. Capt'n Dan Larsen, one of our veteran cod-killers, and the only Bight man to set a line trawl this winter, claims that the fish are spawning and that they will bite again as soon as the season for spawning is past; but we have old-timers here with barnacles on 'em as large as a man's fist, who swear by the great trident of Neptune that nothing like this has ever occurred before since Karlsefine hit the beach with his dragon ship back in 1001. The pilot of this column, having been tending fish only for the past generation or two, cannot pose as an authority, but will go as far as to say that local markets have never been as shy of cod in his experience.

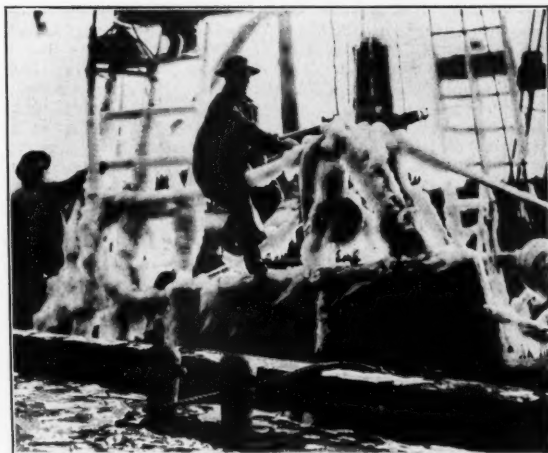
A copy of a mainland newspaper, about eighty years old, states, however, that a serious shortage of cod existed at that time and methods of conservation were being suggested to the government departments. Such having been the case at that time, no one is worrying now, for all hands know that the fish came back and came strong. Besides which, the signs seem to indicate that the sacred cod is being rapidly crowded out of the picture by the haddock.

Some years ago, it is recalled, that a wise, dry-salted skipper announced that the model of the fish hanging beneath the gilded dome of our state capital building was not a cod at all, but a haddock. A job of repainting was ordered, if memory serves, so now, if the fish is painted once more in haddock design, it will be in style.

The Edgartown scallop season has gone over in very good shape. From November 15 to December 12 it was estimated that 46,000 dollars had been paid to the fishermen, not including what had been paid for scallops sold for local consumption. The limit for the first two weeks was seven bushels to a man, but since the first of December it has been ten and the boys were still able to get their limit long past the middle of the month, although there were many more small scallops. Grass covers some of the beds and a gale is always necessary before these spots can be properly fished.

Outside of Edgartown, none of the island towns have had any scalloping to broadcast about. Oak Bluffs had a few and a dozen men or so have picked up wages in the pond. Chilmark and Gay Head had none at all and the Vineyard Haven crop vanished.

All through the fall the boys reported plenty of scallops in Vineyard Haven harbor. More than had been seen for



International Newsreel Photo.

William Thomas, freeing the "Olivia Brown" of some of her wrapping of ice as she lay at the Fish Pier in Boston.

many years, they said. The date for opening the season was changed twice, as the result of petitions, but when the opening day came on the first of December, there were no scallops at all. Practically all that have been taken are the few that people have picked up or raked out of the grass for their own use. Various theories have been offered as to what happened. Some say starfish ate 'em, and others, that the bivalves moved. This last appears most reasonable and may account for the good fishing right across the sound at Falmouth where a dozen boats had good fishing all the month. True, the water is deep and a fast tide runs through the sound, but it is unusual for Falmouth to have such fishing and the Vineyard Haven scallops went SOMEWHERE.

The bulk of the fall catch of eels was shipped just before Christmas and was heavier than usual for the entire island. Prices, however, were rather lower, the eels running large and that grade being unpopular with the wholesalers for some unknown reason.

We had a little earthquake here around the first of the month. It shook things just enough to make itself known without doing any damage. Since then, we learn that the bottom has dropped out of the ocean a few miles east of us. Perhaps that's where our cod have gone. Anyhow, the scientists say that the Gulf Stream will follow this depression, working in nearer to the coast and giving us a warmer climate. If that happens, the boys will probably have to outfit for catching flying-fish and barracudas and the like. Nobody is kicking about prospects, anyhow.

This is about all the news there is to report, except that we note the circulation of a petition for legislation to prohibit the use of otter-trawls, line-trawls, nets and seines in the territorial waters of Massachusetts by any who are not residents of the Commonwealth. Neighboring states already have this law but Massachusetts has never yet barred the out-of-state fishermen from the state waters except in the taking of shellfish.

Five Freezing Plants at Provincetown

St. Louis, Principal Distributing Point

Whiting Popular in the West

Provincetown Items

By J. C. Johnson

PROVINCETOWN'S fish freezers haven't done so well this year. There are five big plants here, two owned by Atlantic Coast Fisheries, and they do an extensive business with the Middle West trade. Collectively they represent a million-dollar investment. The freezers, the fresh fishermen, the summer trade are the three chief sources of revenue that keep this old town alive. But when the freezers have a slump it is a blight to the whole fishing industry and to the town as a whole. Optimism prevails, nevertheless, even though the winter outlook is a bit hazy. It's just one of those tough breaks that Nature deals out once every few seasons. Last year, on the other hand, was a corker.

About 40 per cent of the year's catch here is handled by these plants. They take practically all the herring, squid and whiting and some flounders and very few cod. The herring, squid and whiting haven't been plentiful. So, at this time, each freezer holds about two-thirds its capacity. Fisherman's Cold Storage, for instance, has 6,200 barrels on hand as against 10,500 barrels last year. It had 5,000 barrels of whiting stored up last year; this year the supply is 3,000 barrels.

Half the freezer business here is supplying bait to Georges fishermen, as well as local fishermen. This trade is slumping each succeeding year due to the advance of the beam trawlers. Practically all the summer squid is sold for bait; the bone squid is the best seller for food. The normal bait supply for this season should be about a round million pounds, but at this writing there is hardly any bait on hand.

The Consolidated Weir Company, Provincetown Cold Storage and Fisherman's Cold Storage are Massachusetts corporations; the Atlantic Coast Fisheries plants are the Cape Cod Cold Storage and Colonial Cold Storage, both of which were acquired by Atlantic Coast about two years ago. Some idea of the extent of business done by these five establishments will be gained from this tally of their respective capacities: Fisherman's 10,000 barrels; Cape Cod and Consolidated, each 18,000 barrels; Colonial, 10,000 barrels; Provincetown, 8,000 barrels. They employ about 450 men and women, most of whom work regularly and some by the hour.

All the freezers have their own traps. And, incidentally, the trap fishermen also have been hit by the streak of hard luck. To deal with comparisons once again, the trap men of the Fisherman's Cold Storage shared \$2200 two years ago, whereas this year their take was \$1100 apiece. They are mostly pole traps. Atlantic Coast Fisheries maintains a half dozen floating traps. Fisherman's Company has ten traps. Ten men of this Company work at the traps, each boat tending five traps. The trapboat used is forty feet in length, 10 feet wide and equipped with forty h.p. engine. The freezer's operating system is quite simple. For example, in summertime when all are busy stocking up with all the fish they can get at the right price, the boats of the Fisherman's Cold Storage go out to the traps at 4:00 in the morning. Perhaps they haul up fifty barrels, a reasonable catch; they return to the plant at 8:00 o'clock. A force of 18 or 20 men are on hand to receive the fish, put them in galvanized pans 16 x 23 in., 3 in. deep.

The fish are then passed into the freezing room. The ammonia freezing process does the job in 24 hours, and then the fish are ready for their cold water bath. This water is a bit milder than the frigid temperature the fish have passed through so that it forms a glass-like glaze over the product. The fish are then ready to be packed in the storerooms, where they are held until October or

November at which time the demand for frozen fish becomes brisk.

St. Louis seems to be the distributing point most used by the local freezers. Naturally, trustworthy shipping methods are used. The frozen fish are boxed for shipment in refrigerator cars. For 35,000 pounds of fish, 8,000 pounds of ice and 300 pounds of salt are added. Each shipment contains instructions to re-ice at every icing station along the route.

In the West there is a great demand for Provincetown's whiting. John Matheson, chief of the Fisherman's Cold Storage, for a long time has craved to know the answer to this popularity. A St. Louis man in the fish business was a visitor here a short while back and he promptly dismissed Mr. Matheson's curiosity. "Whiting is the nearest thing to the fresh water fish we get out West," he explained. "It happens that we often run shy of the lake fish. Yet we buy tons of it—carp, pickerel, whitefish, lake herring. We also get a few halibut from the West Coast. Your whiting has no liver, it's a pretty clean fish. So it's always a good substitute to offer our trade when there's a scarcity of lake fish."

These whiting that go west are sold at four cents. They are retailed out there at 16 cents. Prices fluctuate, of course, but this is a good average. They prefer mostly fish of ten to twelve ounces. Anything larger than that they scollyjo. Provincetown this year hasn't been so flush with the right size; most of the shipped whiting was large sized, about 14 ounces.

Herring is always in good demand in the West for smoking and pickling, but most of Provincetown's frozen herring is sold for bait. The West calls for herring weighing 60 to 80 pounds to 100 fish. Provincetown's fish averages about 55 pounds.

Fog and easterly winds in December have cut down Provincetown fishing activities considerably. The dory fishermen have been doing just fair. Everyone is hoping for the luck tide to turn the first of January. January and February are the best fishing months of the winter here. At this writing the dory men are plugging away around the Race and offshore from the Highland for cod and haddock. What cod was brought in this month was a fine quality steak fish, plump and with a healthy appetizing look. Though catches have been comparatively small, prices have been quite satisfactory.

Antone Lears has shared as well as any dory fisherman in the last month. He has been landing some of his fish at Plymouth. Manuel Cabral, making a short trip, from 10:00 a.m. to 3:00 p.m., brought in 750 pounds of steak cod. John Corea's dory catch in the middle of the month totaled 2,500 pounds of pollock. The same day Frank Silva unloaded 2,000 pounds of pollock. They got their fish at the head of the Race. Joe Martin caught 985 pounds of cod on one of his trips. Frank Raymond hauled 70 barrels of medium herring from Fisherman's Cold Storage traps on the 14th. George Brier got 40 barrels of medium herring from the Colonial traps. The *Wallace and Roy*, Capt. Will O'Donnell's new boat, whose capacity is 30,000 pounds, was the only craft to venture out on the foggy, rainy 19th. He landed two barrels of blackbacks caught off the Race at J. A. Rich Company for the New York market. Not so good for a full morning's work, even though the fish did bring a fair price.

Speaking of jumbo fish, Joe Perry early this month landed a haddock that tipped the scales at 19 pounds. No one could recall when such a hefty haddock had been produced here. A ten-pounder is considered unusual enough to draw special comment. Joe's prize fish was about three feet long; it made up for weight in bulkiness. This was included in a catch made on the Ledge halfway between here and the Canal. Another whopper fish was Joe Martin's 60-pound cod which was mixed up with a lot of big fellows he got in a lucky catch. Still another oddity happening in this slow month was the bucket of fine mussels that John G. Santos dragged up while floundering from the Seraphina. A mussel catch is a rare happening in these parts.

Conspicuous among the dories anchored in the inner harbor is the only surviving schooner of Provincetown's fleet of big vessels of yesteryear. She is the *Mary P. Goulart*, Capt. Lawrence Crawley, with a crew of 27.

Trap Fishermen had Average Season

Scallops off Fire Island

John H. Matthews at Baymen's Supper

Long Island Items

By J. R. Leonard

TRAP fishermen hereabouts are all through, their gear taken out and are busy repairing the nets, renewing their gear in general. This past season has been an average one for them. Fish came to them by spells, and as one of the fishermen remarked, "We don't have them spells very often". The problem of getting stakes for these traps has begun to be a serious one for them. A great deal of the land has been cleared off, and so much of the rest has been purchased by development companies, and trees of the size and length for their purpose are very scarce. Vail and Eldridge of East Marion made a special trip to Connecticut for stakes, but not finding the number required, came back empty handed. Alfred Case, who has a trap in the Sound off Avshamomogue, was fortunate enough to be able to ship 54 boxes of butterfish to Fulton Market one week in the latter part of November. This is the largest catch reported of this fish this fall. John Jetter, of East Marion, who has been with his oyster boat in New Haven, has returned home.

Sea scallops have been found again off Fire Island, and are reported to be as thick as ever. These are bringing about \$3.25 to \$3.50 a gallon. The boats out of West Sayville and Bay Shore are busy after them. This branch of the fishing game, though bringing large returns, when the scallops are thick and the prices are high, is a very hard job. The scallop of these parts goes off shore thirty or forty miles, generally three handed. They are out two or three days and nights, working continuously. They drag a seine similar to a beam trawler, but of heavier twine and coarser mesh. Their sleep is but a five or ten minute nap snatched very seldom, or as they may catch while under way, bound home. Between drags one man is at the wheel while the other two are culling over their previous drag. In the summer time they "open" while off shore, but now the openers handle that when they get in. When they get home they flop on their beds and are through. These craft are nearly all equipped with oil engines, which are run continuously from the time they leave the dock until they return.

The West Sayville scalloping boat the *William A. Stevens*, went ashore in a heavy fog about two miles east of the Blue Point Coast Guard Station at about 10 P. M., Thursday, December 19th. The captain of the craft, Peter W. Kaan and one man, Samuel Jorgenson, both of West Sayville, reached shore safely from the craft, which grounded well up on the beach. Frank Black, aged 22, also of West Sayville, who was asleep in the bunk, was trapped in the cabin by the seas which swept over her and was drowned. It was necessary to wait for the seas to abate before search for the body was made. The *Stevens* left West Sayville on Tuesday the 17th, for the scallop beds off shore. She struck while bound in and off her course. She is a total loss.

The existence of a large number of scallops on bars in Northport harbor, Centreport and Duck Island was the subject of a letter addressed to the State Conservation Department. The attention of the Department was called to the fact that, if allowed to remain, the scallops would be killed by the ice as the tide ebbed daily. A permit was issued by J. H. Hildreth, Supervisor of Marine Fisheries on behalf of the Department, authorizing the transplanting of the scallops to deep water.

The Fishermen and Baymen's Protective Association, of which Frank J. Tulbill has been president for many years, held an oyster supper at East Marion, Saturday, Nov. 30th. Mr. John H. Matthews, secretary of the Middle Atlantic Fisheries Association, was the guest of honor.

East Point, or as it is now called Cedar Point, separating Gardiners Bay from Shelter Island Sound, is said by careful observers to be gradually washing away. Something should be done by the Government to preserve this natural break-

water for Sag Harbor. A few scow loads of stone placed properly would save an expensive job, running into money later on. Cedar Island Light, would probably be washed away by now, but for a deposit of stone placed there about 1904. A number of points in the vicinity have been washed away. Gardiners Point at Gardiners was washed away about 1905. What was then a point, is now a small island, off Gardiners Island, and upon which, is the old Fort Tiler. Gardiners Bay, at that time a fine harbor for the largest battleship, is now only an open roadstead.

The meeting of the Board of Trustees of Brookhaven Town on Tuesday evening, Nov. 26th, was the scene of many heated arguments over the application of the Great Eastern Sand and Gravel Co., for permission to extend its underwater dredging privileges in Port Jefferson Harbor. George D. Perry, president of the company was present, and stated that his company was a community asset with a weekly payroll of \$15,000, and that if his company should be forced to cease operations, a large number of workmen would be thrown out of work, and, would bring a hardship to the community. Mr. Perry had the backing of a large number of local merchants and others, who believe that the dredging of a harbor channel would be a benefit rather than a detriment. Several men in the shellfish industry were in opposition to the granting of the privilege claiming a large number of oyster and scallop beds will be destroyed, which will bring a hardship to them. Charges of graft were hurled right and left and will probably lead to an investigation.

The Suffolk Construction Co., of Patchogue has completed its work on Public Dock at Bellport, putting it in fine shape. They also removed a large number of rocks and boulders from near by.

Duck shooters in their frail craft, have been subject to some narrow escapes in the Great South Bay the past few weeks. Oliver Howell, a boat builder of East Moriches, went to the rescue of two gunners who were adrift in a boat with one oar. Two men were drowned off Smith's Point and the third occupant managed to save himself by clinging to the capsized boat until rescued by a passing fisherman.

New York's largest dry dock was opened Dec. 7th at Todd Shipyards Corp. at Erie Basin, Brooklyn.

For about two weeks Long Island waters and New York Harbor have been closely enveloped in a thick fog, lifting for only a short time. This has caused numerous collisions, resulting in the total loss of one vessel. Saturday, Dec. 7th the Anchor Liner *Transylvania*, and the Southern Pacific liner *Creole*, were in collision, the *Creole* striking the *Transylvania* on her port side and on a tangent. The damage was all above the water line.

The *Fort Victoria*, of the Furness-Withy Line outward bound for Bermuda, was struck midships, in a heavy fog by the Clyde-Mallory liner *Algonquin*, the middle of December. The *Fort Victoria*, 412 ft., 7,784 ton passenger liner had just stopped to drop her pilot, and was practically invisible in the heavy fog. Her superstructure painted white, and her hull a dull gray, made her more so to the lookouts on the *Algonquin*. She was struck at 4:18 p. m. and sunk at 8:10 p. m., in 10 fathoms southeast of Ambrose Channel. Her passengers and crew numbering 426 persons were safely taken off, with a coolness that was remarkable on the part of the passengers. This was due no doubt, partly to the exhibition of efficiency and coolness on the part of the officers and crew. The *Fort Victoria* is just awash and will probably be blown up as a menace to navigation.

Just on the heels of the foregoing, but after dark at about 7:05 p. m., Friday Dec. 20th, the Hudson River ferry boat *West Point*, Capt. George Youmans, was struck on port side by car float towed abreast by Erie tug boat. The 720 passengers became considerably excited with visions of another catastrophe before them. Capt. Youmans tied down his whistle cord, summoning other ferry boats and tugs to his rescue. The passengers were safely transferred and the *West Point* was towed to her berth at Weehawken where it slowly settled to the bottom. Not before however, longshoremen managed to salvage the cars and trucks that were aboard.

"Old Sock Eye", grandfather of all North Atlantic sea gulls has predicted a long hard winter. This is according to Capt. Frederick Meehlenburg, of the Scandinavian liner *Frederick VIII*, as she docked at New York, Nov. 30th. "I saw Old Sock Eye on the way across", said Capt. Meehlenburg, "It was the first glimpse I had of him in three years. He led a flock of gulls all the way from Oslo. And you can be sure that when Old Sock Eye leads the gulls across the Atlantic it means a long hard winter."

New Dragger for Captain Tobiasen of Atlantic City

Notes from New Jersey

By J. Richards Nelson

NO one should complain when the industry in which they are engaged has one poor year in twenty. Yet when that year is the present one, it is easy to forget the other nineteen plentiful ones.

Most of the trouble is apparently due to lack of rain during the past season. Oysters were fat during the spring and were in good condition when they filled up with spawn. After the spawning season they did not fatten up as they usually do and business has been dull as a result.

The high salinity has brought many forms into Delaware bay which usually are not found inside the Capes. Star fish, black mussels, an occasional lobster and sea urchins are caught in the oyster dredges.

On Saturday, November thirtieth, a new sixty-two foot dragger was launched from the Fogg and Stowman yard at Dorechester. The mercury was hovering around 12 degrees, which is cold in South Jersey. In spite of the frigid surroundings and cutting north west wind, there was a good sized crowd on hand to witness the launching. The vessel was built for Captain Tobiasen of Atlantic City, and Mrs. Tobiasen did the christening.

The boat has been named the *Serina II*, is of conventional design except for hollow steel spars. The crew's quarters are all forward, the Atlas Imperial diesel engine amidships, and the fish bins aft. Capt. Tobiasen owns a fleet of several vessels.

On December the ninth a long and interesting career was brought to a close by the death of Captain Maurice Gandy of Tuckahoe, at the age of eighty-seven. Although well beyond the three score and ten mark allotted to man, Captain Gandy was hale and hearty to the last, when injuries resulting from a fall brought about his death.

Captain Gandy was well known as a spinner of yarns and he had experience to back them up, as he enlisted in the Union Navy in 1860, seeing active service during the Civil War. In later years he became a master and commanded several sailing vessels. Two of these were lost, one off Hatteras, and the other off the coast of South Carolina. In each case every man was saved and Captain Gandy was the last man to leave the ship. His death marks the passing of one more of the daring and hardy men who did so much to establish our coastwise trade.

A recent report on vital statistics gives Cape May County, New Jersey, credit as being about the best place on earth for longevity of life. Tradition has it that when the first cemetery was marked out near Cold Spring Harbor, it was necessary to shoot a few of the inhabitants to give it a start.

A new type clam dredge is being used along the New Jersey coast for catching skimmers and hard clams for codfish bait. The dredge as far as we have been able to find out, originated in Sheeps Head Bay and has been used in that region for at least two years. To us the dredge looks like a combination of the old potato digger that we used to pilot along behind a quartet of nags, with a pair of Alpine skis made of iron to replace the wheels. At any rate, great things are claimed for it, and several of the Bivalve fleet are having sets made at Fagans blacksmith shop. It takes a lot of power to pull one, the boats with sixty horse engines dragging one dredge with a width of from twenty-six to thirty inches.

In order to stop erosion by the ocean tides and waves of the beach at Barnegat City during the present winter, the State Department of Commerce and Navigation has cut all red tape and is starting the construction of jetties at once. Ocean county is expected to share in the cost of this work to the extent of seventeen thousand dollars. Two or three hundred feet of the county road was washed away in the recent North East storm and several cottages threatened. The plan by the department's engineers is to build new jetties at Eighth Street and abandon the old jetties entirely.

Newport Branch of Narragansett Association Elects Officers

Rhode Island Notes

By Henry H. Brownell

THE Narragansett Fisherman's Association has had some very successful meetings in Newport and have succeeded in acquiring a hall for the use of the local branch of the association. At the first election of officers of Newport County Branch, Maurice Borden was elected President and Chairman; Nathan Brownell, Vice President; Ernest Coggeshall, Financial Secretary; Alva Gamage, Recording Secretary; John E. Parker, Sergeant at Arms.

Some Block Islanders with two boats shot up about all the coots around Point Judith Breakwater earlier in the Fall. I heard they had about 6 barrels of coots and salted them down for the Winter. This is no fish story.

The rumor regarding Bours Bros. in the *Spray* starting out for Portugal seems to have had no foundation. It is thought that the prices realized from yellow-tails has something to do with their protracted stay on this side.

Barney Wordell of Tiverton has bought the *Gordon T.* of Montauk and is dragging out of Newport. The *Gordon T.* has a 55 horsepower Bridgeport.

About the middle of December some of the quohaughers out of New Bedford booking for pastures new, came into the Seakonnet River and have been dragging on and off ever since. Some of the boats were recognized as being the highliners of the quohaugh dredging fleet out of New Bedford.

Two Newport boats the *Alice*, Capt. "Num" Monsen, and the *Minerva*, Capt. Christensen, have put in a large part of the Fall and Winter removing an obstruction from the navigable waters about three miles east of Oak Bluffs. The wreck they have been working on is the Merchants & Miners steamer *Kershaw*. Six tons of dynamite has already been used in the work and ten tons more will be needed to complete the work of removal. A bad hang-up will surely be left. At present the wreck is well buoyed off.

The first tub trawl trip of the season for Newport was landed at Newcomb's wharf by Carl Nickerson on the 26th of December, 700 lbs. haddock and 500 lbs. cod in his Hampton boat.

P. R. Brownell has bought a half share of the *Lasca* and is dragging for yellowtails.

Although over 120 homes were attached to a petition against the Shell Fish Commission leasing 300 acres of a natural quohaugh bed around Spare Island in Mount Hope Bay to a Providence concern for experimental purpose, it is understood that the commission has seen fit to lease this area in defiance of the fishermen's opposition. Much of the area is a means of livelihood of the Tiverton rakers.



Elizabeth Edwards, owned by Edwards Brothers, of Amagansett, N. Y., was one of the first power driven menhaden or "bunker" boats. This vessel is still in service and has brought many thousands of menhaden in to the plant of the Triton Fish and Oil Co., at Promised Land, Long Island, N. Y.

Prince Edward Island Oyster Fishing Better Than Usual

Campobello Fishermen Find Plenty of Cod and Haddock

The St. John Section

By M. E. McNulty

OYSTER fishing on Prince Edward Island during the fall was reported better than usual. In two months the gross value of the oysters taken out of the island beds reached \$27,355. The oysters have been shipped to the mainland, with the Montreal and Toronto markets accepting the bulk of the catch. The balance have gone to St. John, Halifax and Moncton, and some to the Boston market.

Campobello fishermen found it necessary to have help in getting home while fishing at the mouth of the bay several times during the fall. This was due, not so much to the roughness of the trip, but to the heavy loads of fish carried by the smaller motorboats. With plenty of cod and haddock available the catches were unusually heavy. There was not a boat coming to Campobello with less than 5,500 pounds for one of the big days, this being the biggest catching day in the history of the island.

R. K. Richardson, of Lord's Cove, has been arranging for the wiring of the houses on Grand Manan by the new Grand Manan Electric Light & Power Company. It is reported that most of the houses on the island are either being wired, have been wired or will be wired before the midwinter.

One of the first to have his houses wired for service from the new Grand Manan light and power plant, was Grant L. Dakin of Grand Harbor. This was followed by the wiring of a number of other houses of fishermen at Grand Harbor.

While trawling about 15 miles off St. John, Capt. J. Gidney of St. John caught a blue shark. It was the first of the kind to be captured in that part of Fundy waters for many years, and was placed on exhibition in a retail fish store on Union Street, St. John, operated by Tommy Kingsmill. The blue shark weighed 140 pounds and was 66 inches long. Capt. Gidney has been having very good luck after cod and haddock, both these fish being more plentiful than for about ten years.

George Simpson has resumed fishing out of Fair Haven. For about four months, he was located at Dipper Harbor where he was looking after his weir. He had a fairly good season in herring at Dipper Harbor.

The silver hake have not been getting any praise from the fishermen for being plentiful. The hake ruined the herring fishing around the mouth of Fundy. The big herring were coming in great schools, and the prospects looked excellent for the fishermen, until the hake proved the fly in the ointment. The schools were set topsy turvy by the work of the hake, and most of the herring seemed to move away in disorder.

Morton Lord, of Lambertville, who was using Lubec as his base for several months, is now back at his home in Lambertville, and fishing out of there.

Andrew Murray and Mrs. Murray of Pea Point Light, which is near Black's Harbor, have been entertaining guests from various fishing communities along the bay as far as St. John on the north and Grand Manan on the south. One group consisted of Mr. and Mrs. S. E. Galbraith and their granddaughter, Miss Hazel Odell of Lorneville. Mr. Galbraith is one of the veteran fishermen of the Lorneville section of the coast, and is Mr. Murray's grandfather.

A new fog alarm building at Pea Point, has been completed and is in operation. With the new building finished, oil engines were installed to replace the old steam equipment. This is in line with the policy of the department of marine and fisheries to use the oil instead of the steam at all fog alarm stations in Fundy. An inspection of the new alarm at Pea Point was made by officials of the department and it was pronounced satisfactory. The safeguards at Pea Point including the light and fog alarm, are especially valuable for the fishing boats using Black's Harbor.

Ted Evans of Lorneville is located in Carleton for the winter, and is working on the waterfront. He will continue this work until the latter part of March or early in April, and will then return to Lorneville and his fishing.

He had an excellent year in salmon and also did fairly well in shad and gaspereaux. In recent years, Mr. Evans has made a specialty of the salmon fishery.

Wesley Evans of Lorneville, brother of Ted Evans, is also located at Carleton for the winter. He is working on a dredge which is engaged in digging out new steamship berths on the Carleton shore, between the ferry slip and the mouth of the river.

Sydney Evans of Lorneville, another of the Evans fishing brothers, had his biggest salmon year for 1929. Incidentally, the year will go down in the records as the best salmon fishing year ever known to the Lorneville fishermen. The fish were plentiful and the price was excellent. During the season, Sydney Evans carried most of the salmon caught at Lorneville to St. John, for sale there, making at least one round trip daily in his big motorboat.

Fair Haven has two markets for fish right at home, Frank W. Wentworth's plant, and that of F. W. Farris & Sons. Both of these plants were busy during 1929. The Farris firm packed sardines as well as other fish. Although the sardines were not plentiful, the factory was kept in operation quite steadily during the fall particularly.

Webster Cossaboom, of White Head, is back in the fisheries after an absence of several months, during which he was confined to his home, and also in the hospital at St. Stephen.

Mr. and Mrs. William C. Galbraith have taken up their residence in Carleton, after honeymooning on a trip to Boston and Providence. Mrs. Galbraith was formerly Miss Gertrude E. Pursey of St. John. The groom is a son of Mr. and Mrs. George H. Galbraith of Lorneville, the former being one of the best known fish producers of the Lorneville area.

The dredging at Carleton has about ruined the fishing around what was the old Colwell coal wharf. The effect is only temporary, of course, but just when the dredging will be finished has not been indicated.

Dewey Pendleton of Lambertville is at his home where he will remain until the spring. He had been on the mainland handling fish since the Spring.

The quantity of herring smoked at North Head and vicinity during 1929 was not as heavy as had been predicted. The herring were around the Head in larger numbers than for many years, but were bothered greatly by the hake, and left before the fishermen could catch as many as would have been handled if the hake had not interfered.

When his daughter, Mrs. Victor H. Wilson, of Wilson's Beach, visited him recently, Tilley G. Calder of Fair Haven took her around Deer Island on visits to friends and relatives in the fishing communities of Cummings Cove, Lord's Cove, Richardson. Mrs. Wilson's husband is active in the fisheries on Campobello Island.

J. Bennett Hachey of West Bathurst has a large crew of men catching smelts at Bay Chaleur and the mouth of the Nepisiguit River. He has been freezing the smelts and packing them in wooden boxes. Mr. Hachey's chief market is Boston, although he also ships heavily to New York and Montreal. The demand for the smelts grows keener each winter season, and shipments are at their heaviest during January and February. Mr. Hachey has also been shipping oysters, not only from the beds at Caraqueb but from Tabusintac and Bay du Vin.

Edgar McNeill of Fair Haven, who was busy at his weirs between Dipper Harbor and St. John during the sardine season, has returned to his Deer Island home, and will continue in the fisheries around the mouth of the bay until about May.

A trap located at Pettis Cove on Grand Manan is reported to have wound up the year in a blaze of glory. The catches of herring in this trap during the late fall and early winter were said to have been big. After one tide, 800 hogsheds of the herring were reported as available in the trap.

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Maiden Trip of Herbert P. III

News from Yarmouth

By the Lurcher

HERBERT P. III, is the name of the latest acquisition to the fine fleet of Clark's Harbor, C. S. I., fishing fleet, and was built at that place by E. M. Atkinson and Sons, for Capt. Alexander Phillips. The boat measures fifty-two feet in length and for power is fitted with a sixty-five horsepower Kermath motor, which gives the boat good speed not only in the fishing business, but also for freighting of fish in which the craft will at times be engaged. The *Herbert P. III* was recently in Yarmouth and made its maiden trip from Port LaTour, Shelburne County, to this port, a distance of about fifty-three miles, in five and a half hours. Considering the vessel carried a cargo of 12,000 pounds of fresh cod and haddock, consigned to the firm of Austin E. Nickerson, Limited, and for the entire distance stemmed a strong northerly wind and sea, the time made on that trip well demonstrated the able build and equipment of the vessel. In build the craft is the last word in substantial construction and is very solidly fastened with copper, brass and galvanized material throughout while the underbody is of hardwood planking and above the water line is native spruce.

The Boston fresh fish schooner *Mary DeCosta*, Capt. Frank Hubbard, was recently on the ways of the Yarmouth Marine Railway Company undergoing repairs to the damage sustained when the vessel, during one of the recent gales, went aground in Pubnico Harbor. The schooner was refloated with the aid of the Cann Line steamer *Bruce Cann* and after being hauled out at this port it was found, although the vessel was not leaking, the schooner had lost several feet of its shoe and false keel. The *Mary DeCosta* has since sailed for Boston.

The death took place recently in the Brooks' Hospital, Brookline, Mass., of Capt. George L. Wetmore of Yarmouth North, who sailed the seas not only during the days of "Wooden Ships and Iron Men," but also during the Great War. Capt. Wetmore had been ailing for some time and about a fortnight preceding his passing, on advice of his physician he went to the above institution for treatment. During his active seafaring life Capt. Wetmore sailed several of Yarmouth owned best vessels, included among which were barkentines *Maggie Thompson* and *Baldwin*, barques *Sarah B. Cann*, *Mary A. Law*, *Lakeside*, *Belmont* and the last sailing vessel of which Capt. Wetmore was in charge was the fourmasted barkentine *Rebecca MacDonald*, built at Meteghan, Digby County, Nova Scotia, just after the close of the Great War. He also sailed as master of the Battle Line steamship *Trebia*, owned by Thomsons of Saint John, N. B., and the Manchester line steamer *Manchester Miller*. During the World War Capt. Wetmore commanded the steamship *Turret Castle*, in the war zone.

The large motor boat *Selena M.*, built at Woods Harbor, Shelburne County, Nova Scotia, by Colby A. Nickerson, in 1915, has been sold by Halifax parties to a firm in St. Kitts, B. W. I., where the craft will be used as a tender for passengers to and from the fleet of "Lady" ships operated there by the Canadian National Steamships. Following the sale the *Selena M.* was taken to the South Terminals at Halifax, where about \$600 was spent in reconditioning the vessel, and where the hull was sheathed with metal.

The Parrsboro tern schooner *Whiteway*, 383 tons, recently arrived in Yarmouth from New York completing a round voyage from Tenecape, Nova Scotia to New York with a cargo of heavy piling and to Yarmouth in one day over one month, while the passage from New York to this port was made in about three and a half days. The schooner brought a cargo of hard coal to Yarmouth and after discharging went into dock here for the winter. Capt. Wasson anticipates obtaining an early charter in February to go to Turks Island for a cargo of salt.

The Yarmouth fresh fishing schooner *Dorothy G. Snow*, Capt. William S. Murphy, recently lost two members of her crew, Frank Beals and Wilford Sollows, both of Yarmouth. The men were out in their dory attending their trawls and disappeared during a dense fog. Despite a careful search made by Capt. Murphy, he was unable to locate the two

men and the day following one of the recent heavy gales swept the sea where the schooner was fishing and it is feared they were lost during that blow.

Jules Robichaud, of Meteghan, Digby County, recently launched a fine auxiliary schooner which he built for Captains Bernard M. and George E. Melanson of Gilbert's Cove, in the same county. The vessel has been named the *Bernado* and is in every particular the last word in marine architecture for craft to be used in the coastwise freighting. The schooner measures 106 feet long, by 23 wide and nine deep, giving the craft a gross of 121 tons. It is estimated that the *Bernado* will carry from 90 to 100 cords of pulpwood, in which trade the vessel will be largely engaged and already has a charter to deliver 1,000 cords to the Mersey River, Nova Scotia paper mills, from St. Mary's Bay points. For power the *Bernado* is equipped with a 188 horsepower Kromo motor which it is expected will give the craft a speed of at least ten knots. Capt. George E. Melanson will be master of the new schooner.

R. G. Wells, of the F. E. Davis Company, of Gloucester, Mass., was recently in Yarmouth for a few days on business in connection with the company's subsidiary establishments, the Frank E. Davis, Limited, at Clark's Harbor, C. S. I., Freeport and New Edinburgh in Digby County. While here he placed an order with Jules Robichaud, at Meteghan, for the construction of a powered coaster of over seventy foot keel, to be ready for the early Spring.

The Yarmouth fresh fishing schooner *Courtney*, Capt. William Atkinson, recently put into Shelburne for shelter and tied up at the John Thorburn wharf. At low water the vessel fell over and failed to righten as the tide turned flood with the result that the craft filled and at high water was practically submerged. The vessel is owned by Laurence Sweeney, Yarmouth South, and he sent his auxiliary schooner *Walter Junior* to the assistance of the *Courtney*, which was floated and towed to Yarmouth for repairs.

Capt. H. McGinn, of the Consolidated Lobster Company, of Boston, Mass., was recently in Yarmouth and Halifax on business in connection with the coming lobster season.

Capt. William B. Corning, master of the Metropolitan Line steamships of the Boston-New York service of the Eastern Steamship Lines, Incorporated, was in Yarmouth for a few days this month visiting his parents, Capt. and Mrs. Fred Corning, at Yarmouth North, and has since returned to Boston. On the 26th Captain Corning joined the New York-Yarmouth line steamship *Evangeline*, which has been chartered for three months by the Clyde Line, of New York, for service between Miami, Florida, and Havana, Cuba. The *Evangeline* will leave Boston on the above date for New York and after a short stop at that port proceeds for Miami.

The St. John Section

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The "Medrie" and Allingham Bros. Weir

In our December issue, reference was made to the *Medrie* being in collision with the Allingham Bros. weir in Friar's Bay, and following is a statement of the accident by Capt. Meade Malloch of the *Medrie*, which we are glad to publish.

"It was one of those extremely dark nights, which we have occasionally, and the *Medrie* was the boat that was to take the supply of fish from the weir, and as her Captain was shifting alongside of the weir, he mistook the light in the weir, supposing that it was hanging right where he was to make his landing, and when he discovered that the light was on the far side of the weir, it made a difference of 125 feet in his estimation. He gave the bell to go astern, but the boat did not stop quick enough, and she broke off two marlin poles and burst the marlin on the top of the weir, thus tearing it in two, a distance of about 12 feet down; and run her forefoot up on the bottom ribbon; her iron shoe caught and made it a little difficult to back her off, until a line was attached to the weir stakes and taken to the windlass. When she started astern Edward Lank, who was assisting got caught in the rope and sprained his ankle quite badly. The damage to the weir was repaired the next low-water, there weren't any fish lost, and there was no such thing as the Allingham Brothers going to Lubee seeking recompense, as they are gentlemen; they were present, operating on their weir at the time of the accident and acknowledged that the false light was the cause of the accident."

Lunenburg Fall Fishing Fleet Arrived With Good Fares

Banks off Nova Scotia Coast Not Affected by Earthquake

With the Lunenburg Fishermen

By H. R. Arenburg

THE schooners of the fall fishing fleet have all arrived home, the majority having secured what are considered as very good fares. Some of the catches have been sold green while others are in the hands of the fish curers. Last season the fall fleet numbered eighteen vessels.

The 1929 fleet with their catches are as follows:

Ronald George, Dan Romkey, 1500.
Bessemer, Thos. Himmelman, 1400.
Robert Esdale, Allan Mosher, 1000.
Shirley B. Corkum, Foster Corkum, 800.
R. M. Symonds, Calvin Tanner, 800.
Rez Perry, William Fralick, 750.
Gloria May, Irving Corkum, 750.
Harriet and Vivian, William Deal, 800.
Leah Beryl, Lawrence Zineck, 600.
Isabel J. Corkum, Eric Corkum, 600.
Total catch, 9000 quintals.

The fishing banks directly off the coast of Nova Scotia, the base of fishing operations during the winter season, were not affected seriously by the earthquake. Five fishing schooners have been operating since the great earth disturbance and on the Western and Sable Island banks they have noticed no changes of sufficient importance to be felt in their catches of the sea food.

The statement is further borne out by steam trawlers out of Halifax. Officers commanding these vessels assert that they have found no changes on the Western and Sable Island Banks, and since they confine their operations to these areas, they know nothing of conditions on the Grand Banks areas which are more distant from the province.

Schooner *Leah Beryl*, Captain Lawrence Zineck, has returned from her fall fishing trip and landed 650 quintals of fish.

The fourmasted schooner *James E. Newsome*, Captain Dawson Geldert arrived from Turks Island with a cargo of salt for Zwicker and Company, Limited.

The handliner *Gloria May*, Captain Corkum, has finished discharging her trip of fish at Middle La Have and will lay up for the winter.

Schooner *R. M. Symonds*, Captain Calvin Tanner, has arrived from a fall fishing trip with a fare of 800 quintals.

The Riverport Schooner *Hamona*, Captain Aubrey Oxner, discharged a cargo of fish from her home port at Silver's, Halifax.

Captain Lace, master of the schooner *Astrid W.*, fresh fishing, reported dogfish very plentiful on his last trip.

Schooner *Agnes D. McGlashen*, Captain Wambach, loaded a cargo of dry fish and lumber from G. E. Romkey & Co., West Dublin for Ponce, Porto Rico. She will bring a return cargo of salt from Turk's Island.

The schooner *Autauga*, Captain Arnold Parks, which discharged a cargo of dry fish at Halifax from Red Bay, Newfoundland, arrived at LaHave where she will lay up for the winter.

Schooner *Leah Beryl* loaded a cargo of dry fish shipped to Halifax by Acadian Supplies, Limited.

Tern schooner *Fieldwood*, Captain Harris Oxner, arrived from Turks Island with a cargo of salt for Acadian Supplies.

Tern schooner *Charles and Vernon*, Captain Byron D. Getson discharged a cargo of salt from Turks Island for the LaHave Outfitting Company, Limited. The vessel underwent repairs while in port.

The big knockabout schooner *J. E. Conrad*, Captain Gordon Corkum, of Middle LaHave, has been sold to Newfoundland parties. The schooner proceeded to Halifax to load cargo for Newfoundland.

Utilization of large quantities of eel grass in the manufacture of insulating material is in prospect in the Atlantic Coast Provinces, and new earning opportunities for the people in many fishing districts are likely to follow the development. Eel grass grows in large quantities in the shore waters along the Atlantic Coast of Canada but up to very recently it was regarded as so much waste matter. A year or so ago,

however, a company in Eastern Nova Scotia began experimental manufacture of insulating blankets from this eel grass. The experiment was successful and a profitable market for the blankets has been found in the United States. Now it is believed that an increasing business can be developed in Canada, the United States and elsewhere, and a group of business men and financiers in Nova Scotia are forming a second company to carry on manufacture. The price paid fishermen who have engaged in gathering eel grass for use in this new branch of manufacturing is stated to be approximately \$14 or \$15 a ton, f. o. b. shipping point.

Dr. D. R. Webster is a Nova Scotian physician who has sometimes had an unusual practice. In the fishing season on the Atlantic Banks off Canada's coast his patients were men of the Canadian fishing fleet, for Dr. Webster is the medical officer who was sent to the Banks on the Canadian Government Ship *Arras* this year to attend fishermen who found themselves in need of medical or surgical attention. And he had to make a good many professional "calls". During the 1929 season, according to his report to the Fisheries Branch, he made 294 calls and performed 42 operations.

Outstanding observations of the season, Dr. Webster reports, were the increase in infections of the respiratory tract among the fishermen and the decrease in hand infections, especially those of a serious character. It appears, he says, that the change of atmospheric conditions which the fishermen meet when they arrive off Newfoundland in the Spring is the predisposing cause of respiratory infections. The reduction in the number of hand infections he attributes to increased education of the fishermen in the use of antiseptics and in the care of infections after they occur. At the same time, however, Dr. Webster points out, much investigation still needs to be done in the study of infection and extensive necrosis (mortification or gangrene) following puncture wounds from fish bones.

The practice of sending a physician to the fishing banks on the Government vessel which accompanies the fishing fleet has been followed by the Fisheries Branch since 1924 with very useful results. Plans for providing a special hospital ship to accompany the fleet are now under consideration.

Schooner *Robert J. Esdale* has returned from a fall fishing trip with 750 quintals of fish.

Schooner *Giant King*, Captain Kenneth Iversen has arrived from Newfoundland.

The fish firm of W. C. Smith and Company, Limited, of which M. M. Gardner is managing director, and which during the past three years has added a cold storage plant and a subsidiary company known as the Lunenburg Sea Products, Limited, with W. H. Smith as President, and equipped with modern facilities and handling all kinds of fresh fish, has again branched out and is at present equipping a building on their water front property as a canning factory where fish chowder, fish cakes and other canned products will, in the near future, be turned out. The firm's slogan seems to be progressiveness, and already the various products from this firm have found wide markets.

The new schooner *Helen Forsey*, built by Smith and Rhuland for Captain William Forsey, of Grand Bank, has sailed for her home port in Newfoundland.

Captain George Himmelman of the trawler *Geraldine* was taken seriously ill while on the fishing banks, resulting from hemorrhages caused by ulcers in the stomach. The C. G. S. *Arras* with medical assistance was rushed to meet the *Geraldine* which was proceeding to port. Captain Himmelman was transferred to the *Arras* and taken to Halifax where he entered the Victoria General Hospital. His condition has so much improved that he has been enabled to return to his home where he is rapidly convalescing.

Tern schooner *Fieldwood*, Captain Harris Oxner, arrived from Turk's Island with a cargo of salt for Acadian Supplies, Ltd.

Schooner *Jean Smith* arrived from Newfoundland with a cargo of bulk salt herring for Lunenburg Sea Products.

Adverse Weather for Shorefishing

Federation Fighting the Dogfish

Canso District News

By Cecil Boya

THE brand of weather handed out to us on this section of the coast during the fall just past and the winter up to the present date, (Dec. 24th) has been of the very worst kind for shorefishing activities. It has been the roughest known here for years. Every way the wind has come, it has been a gale, or so rough that the fleet had to remain at their moorings. A couple of days a week on an average has been the quota for December up to date, and some of those days only part of the fleet would manage to get a set by taking a chance out later in the day, after the wind had moderated following a windy night and early morning. There has been good fishing lately, when the boats have been able to get on the grounds. There may be a fine period yet before the season closes. Christmas and New Year's weeks used to be the prime period in the winter haddocking at Canso some years ago.

The Government fish-collecting boats are still in commission, running on their several routes from Canso, although, of course, the unfavorable weather has interfered with the catches in the sections where they collect. Quite a few fish have been brought in from Ingonish, C. B., by some private smacks. The S. S. *MacHinery*, Capt. George Young, landed 70,000 pounds at Canso on the 4th of this month, (December) another 70,000 on the 10th, and 150,000 on the 21st. The *Dorothy M. Smart*, Captain Dunphy, brought in 164,000 pounds on the 16th, and 184,000 on the 21st, also from Ingonish.

The Fishermen's Federation of Canso, at their last monthly meeting, discussed the question of doing something about the "dogfish", which is well known as a yearly unwelcome visitor to our fishing grounds, and one of the greatest banes of the fisherman's life. As a result of the discussion, the following resolution was passed unanimously, and forwarded to the Department of Marine and Fisheries at Ottawa:—"Whereas, the dogfish is one of the most destructive of fishes frequenting our coast, making annual inroads on our shores and best fishing grounds, thus causing yearly great havoc and loss, both to fishing gear as well as to our most valuable commercial fish. Therefore be it resolved, that this Fishermen's Federation of Canso urge the Department of Marine and Fisheries to offer a bounty of Two Dollars per ton on all dogfish bought by any firm, that will establish a Fish Meal plant at Canso; and in urging this matter on the immediate attention of the Department, we would further point out, that the establishment of such a plant would aid in reducing unemployment among shore workers in this district."

The S. S. *Robert G. Cann*, Captain R. H. Worthen, the freight and passenger boat, running daily from Canso to the railway station at Mulgrave and back, cracked her main steampipe last week, and was off the route for a day or so, while the defective part was being repaired. Her place was filled by the S. S. *Grace Hankinson*, Captain Moore. The latter boat is owned by the N. S. Shipping Co., the same firm that owns the *Cann*, and has been in the Government fish collecting service, running from Port Hood to Port Hawkesbury, on the Cape Breton shore.

The strike of the fishermen at Isle Madame, called as a protest against low prices, which was reported last month, was called off about the first of December. The reason given for going back to work, according to a press despatch from Petit de Grat, is that "they could not afford to remain idle longer." They again put their boats in commission at the same rate of two cents per pound. Most of the fishermen, it is said, are not in a position to lose many fine fishing days. There were only a few sets obtainable during the time they were on strike, owing to the windy weather.

Considerable friction has developed recently at Ingonish, Cape Breton, between the fishermen of that place, and those from North Sydney, who come to Ingonish during the fall fishing, and make their headquarters there, while operating on the fishing grounds off that section of the coast. According to reports received from there, it appears that the fishermen of Ingonish have made it a rule, that boats operating out of that port on the offshore grounds, shall not leave Ingonish to set their gear before five o'clock in the morning. The

visiting craft say, that this is a disadvantage to them, as the local fleet, with faster boats, can get on the grounds earlier than they can, and take up the best berths. They claim that the Ingonish fishermen have no power to make such a rule and enforce it, and have taken the matter up with the Department at Ottawa.

The C. G. S. *Arleux*, Captain H. Cousins, which is stationed here as Mother Ship to the local boat fleet, during the winter haddocking, towed the coastal schooner *Lena M.*, owned by Captain Clarence Strople, of Boyston, Guysboro County, up to the latter place early in December. The *Lena M.*, it will be remembered, was forced from her moorings at a wharf in Canso Tickle, and carried ashore on the opposite bank, further up the Tickle, by the tidal bore, which followed the earthquake of Nov. 18th last. The coaster was finally floated, her cargo of produce having been sold at auction in the meantime. The *Arleux* has also been of assistance to other craft, from time to time, in giving them needed assistance in towing.

Digby Interested in Increasing the Production of Scallops

Weather Unfavorable to Line Fishing

By "Mac"

THINGS have been very quiet in these quarters during the past month; in fact, there has been very little line fishing, principally on account of unsuitable weather conditions. The boats at Petite have made a few good hauls as have also the boats at Victoria Beach, but on the whole, the Digby fishing industry has been very quiet.

Usually during the month of December just before Christmas, there is a period of good fishing known as the "Christmas Harvest", but this year the Christmas Harvest season did not amount to anything at all, but the spell of good fishing in November more than made up for it.

Considerable assistance for the fishing industry in the Maritime Provinces is being rendered by the Department of Fisheries, Ottawa, through the provision of two specially designed boats; a scallop dredger and an oyster dredger. Both of these boats are now being built by the Lunenburg Foundry Company, Lunenburg, whose tender was accepted by the Government.

Under the direction of W. A. Found, deputy minister of fisheries, these craft will be used to improve the fisheries in the eastern provinces. Mr. Found states that there has been a decline in the production of oysters and scallops along the seaboard, and adds that excellent opportunities appear to exist for more adequately supplying the large market for these mollusks.

The whole idea behind the scheme is one of fisheries cultivation. With these two boats, which will be ready to commence operations by the beginning of the next season, it is expected that demonstrations will be given that will prove invaluable to the fishing industry. As Digby is probably the chief scallop fishing port in the Maritimes, the local fishermen are intensely interested in this project.

The life boat of the Bay View life saving station has returned from Saint John where it was thoroughly overhauled and reconditioned.

J. A. Ledingham, former chief engineer of the Bay of Fundy steamer *Empress* running between Saint John and Digby, sailed recently on the liner *Duchess of York*. He will make two trips on this vessel, and study the single reduction gear of that ship such as is being installed on the new steamer, now under construction at Dunbarton, Scotland, for the Bay of Fundy service. Mr. Ledingham will join the new craft when she is launched in August as chief engineer, which position he will continue to occupy when she replaces the *Empress*.

The hydro extension to Bay View is now nearing completion. The ground has been cleared and post holes prepared as far as the Life Saving Station. The Department of Marine and Fisheries has under its favorable consideration the connecting up of the Point Prim Lighthouse with the Municipal Distribution System.

A presentation of \$100 in gold was recently made to H. H. Marshall, ex-fisheries inspector for this district.

"Amco" Treated Manila Fisherman's Rope

DURABLE**NON-KINKING****ROT-PROOF**

1930 will no doubt be the largest year in the history of "AMCO" **TREATED MANILA FISHERMAN'S ROPE**—because fishermen everywhere are beginning to realize that their best interests are served by using a rope which remains soft and pliable when wet, is durable, non-kinking and rot-proof.

"AMCO" **TREATED BEST MANILA FISHERMAN'S ROPE** possesses all of these exceptional qualities and in addition, is much stronger than best quality white Manila Rope as the following table clearly indicates:

BREAKING STRENGTH		
Size	U. S. Government Requirements for Best Manila Rope	"AMCO" Treated Best Quality Manila Rope
6 thread	700 Lbs.	810 Lbs.
9 thread	1200 Lbs.	1650 Lbs.
12 thread	1450 Lbs.	2050 Lbs.
15 thread	1750 Lbs.	2250 Lbs.
3/4" Dia.	4900 Lbs.	6250 Lbs.

On account of its great success "AMCO" Rope is being imitated—*Beware of these imitations.*
Every coil of "Amco" Rope contains a label to protect you against substitutes.

"AMCO" **TREATED ROPE** will not freeze up hard in cold weather—it is the ideal "ALL WEATHER" Rope.

AMERICAN MANUFACTURING CO.

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Distributors in Important Fishing Centers

New Type of Seed-Oyster Collector Tested in South Bay, Long Island and Milfort Harbor, Connecticut

EXPERIMENTS carried out by H. F. Prytherch in co-operation with the Bluepoints Co. and the Connecticut Oyster Farms Co. have resulted in the development of a practical and efficient method for collecting and transplanting heavy or intensive oyster sets.

In certain oyster-growing regions, such as South Bay, Long Island, and the tidal flats of the South Atlantic States, the setting of oysters is often so intensive that a high percentage of the spat dies from over-crowding, lack of oxygen, food, etc., and those surviving are so closely cemented together and misshapen that they are of little value as seed oysters. A cheap collector for use under such circumstances was devised by Mr. Prytherch in 1923, consisting of cardboard egg-crate partitions, which were covered with either paraffin and coarse sand or asphalt. The final step in perfecting this type of collector and making it of practical value is credited to W. H. Raye, president of the General Seafoods Corporation, who used a coating of lime, cement, and sand, which improved the collector in many respects. By covering the cardboard with this mixture we have essentially a series of compartments lined with a thin layer of shell-cone substance, which has been found to be suitable for collecting thousands of spat and holding them until they are large enough to be broken apart and separated as single seed oysters.

During the past summer 2,000 set collectors of this general type were tested in South Bay, Long Island, and Milfort Harbor, Conn. The size of the collector was increased so as to consist of 22 partitions 15 by 1½ inches, giving a total of approximately 1,000 square inches of surface per collector. In South Bay the setting was quite heavy and covered nearly every collector with from 50 to 200 spat per square inch of surface. By comparing the growth and survival of spat on the partition collectors with those that had attached to oyster shells on the same area the real value and efficiency of the new method can be seen readily. On a single oyster shell having an average of approximately 20 square inches of surface there can rarely be produced more than 25 or 30 year old seed oysters regardless of whether the original set numbered 100 or 1,000 spat per shell. However, the same amount of surface on the partition collector is capable of producing from 200 to 400 seed oysters, or approximately fifteen times as many per square inch as can be grown on the shells. With a set averaging 50 spat per square inch, as was obtained in South Bay, there is a loss of over 98 per cent on the shells and only 70 per cent on the collectors.

A single representative collector taken from South Bay in September yielded, by actual count, 13,200 single oysters, or the equivalent of what could be produced on a bushel of oyster shells. By separating the seed oysters from the collectors when they are a few months old it is possible to get a much larger and better shaped year-old oyster than can be grown from sets obtained on shells. The new type collector can be planted directly over the shells and will greatly increase the productivity of such oyster-setting bottoms.



International Nevereel Photo.

A rare variety of sea-leopard six feet long, that was caught in a fisherman's net in the bay at Sydney, Australia. The leopards are members of the seal family but have much more powerful jaws and teeth. They are ferocious at close quarters and can easily bite off a man's hand with a click of their jaws.

More Than 100,000 Square Feet of Space for New York Motor Boat Show with 200 Exhibitors

MORE than 100,000 square feet of exhibits will comprise the area of the 1930 Silver Anniversary Motor Boat Show to be held at the Grand Central Palace, New York City, January 17 to 25. This represents an increase of more than 25% over the space utilized a year ago.

Last minute requests for space have taken up every possible section of every floor, according to Ira Hand, manager of the Show. It has been possible, however, to confine the various types of boats, engines and accessories to single floors so that the entire exhibit will be presented in departments to save the time and effort of visitors who are interested in some particular type of motor or craft.

Attendance figures, which increased 22% last year over 1928, probably will be raised again to exceed the total of 220,000 reached a year ago, Mr. Hand estimates.

All available exhibition space in the Grand Central Palace has been taken by manufacturers who will display boats, engines and accessories.

Four floors of the building, constituting the largest exhibition space available on Manhattan, will be used by the companies showing nearly \$2,000,000 worth of equipment.

On the first floor, only cruisers and a few heavy Diesel engines will be shown, the largest boat spanning 55 feet of space. The mezzanine will be given over to runabouts and small inboard boats of a type which will appear in quantity in 1930 for the first time.

The third floor will be occupied by accessory manufacturers and the fourth floor will be given over to outboards, inboard marine engines and hulls—an exhibit which should attract the greatest number of yachtsmen of the younger generation.

A quarter of a century has elapsed since an enterprising group of boat and engine manufacturers launched an initial motor boat show in the old Madison Square Garden in New York City. In those days that structure was the sport center of the United States. It was the place where championship prize fights were staged; where the six day go-as-you-please walking matches were held; where national political conventions assembled and where tournaments of all kinds were presented. The presentation of a motor boat show was a daring undertaking, for the internal combustion engine was new and pleasure boats were a novelty. That pioneer group went gamely at the proposition and their effort was crowned with sufficient success to warrant a second attempt. From that beginning this Motor Boat show grew steadily until it became National and the greatest exposition of its kind on the face of the globe. Early years saw its promoters write off losses on one or two occasions; but they went steadily forward. More space was soon necessary. Each year saw this demand grow until now the show occupies four entire floors of the huge Central Palace and requires more than 100,000 square feet of floor space.

Originally the exhibitors and the patrons emanated largely from the vicinity of New York City, now they swarm in from every part of the United States and from a score of foreign lands. Many of the charter members of the National Association of Engine and Boat Manufacturers, which has always fathered this show, have passed along; scores have taken their places; but some of the old guard are still at the wheel. Among them is Ira Hand, veteran secretary and master showman. Under this guidance the twenty-fifth annual show is to be presented January 17th to 25th. It will be the Silver Anniversary and fitting ceremonies to commemorate the twenty-five years of successes will be held during that period.

Annual Meeting

THE Annual Meeting of the National Association of Engine and Boat Manufacturers will be held in New York City, Friday, January 24th, 1930, at 10:30 A. M. Through the courtesy of the Westinghouse Lighting Institute the use of its auditorium, located on the seventh floor of Grand Central Palace, has been extended to us for this meeting. Election of members to the Executive Committee, Class of 1932, with reports of officers and committees, and other important business will be transacted.

"Amco" Fisherman's Rope Calendar

ARTISTS have always found in the fisherman's life one of their chief sources of inspiration. The graceful beauty of ships, the deathless but ever-changing mystery of the sea, and the fascination of adventure in this, the most picturesque of all forms of livelihood, open to them a page of endless charm, which they seek to record in lasting imagery.

Not the least successful among recent paintings of this type have been the twelve centre pages in full color published during the past year by the American Manufacturing Company, makers of "Amco" Treated Manila Fisherman's Rope, in the ATLANTIC FISHERMAN—a series notable not only for its artistic excellence, but also for its complete and exact knowledge of its subject. The many who have admired these handsome reproductions, and who have wished to keep them in a more available form, will therefore be glad to hear that they have been issued as a twelve-sheet calendar, in size 11x16¼ inches, for distribution, the calendar for the month taking the place, on each sheet, of the advertising text that appeared with the pictures when we published them. A limited supply of these highly attractive calendars remains in the office of the American Manufacturing Co., Noble and West Streets, Brooklyn, New York, for those who have not yet received one. They are free for the asking while they last, which will certainly not be long. So if you want one, write at once, as requests will be answered in the order of their receipt.

New Kahlenberg Powered Boats

KAHLENBERG BROS. Company have recently completed the installation of oil engines in six Great Lakes fishing boats. The *Ramona*, the *Gloria*, and the *Lafond*, 44, 48, and 43 feet over-all respectively, are all powered with 45-54 H. P. Kahlenberg Engines, and will see service in the winter fishing on Lake Michigan and Green Bay. The *Jane* is a new 42-footer equipped with a 30-36 H. P. Kahlenberg.

The *Glenda*, 45 feet long and formerly gasoline powered, had her gas engine replaced with a new 45-54 H. P. Kahlenberg Heavy Duty Oil Engine. The owners of the *Glenda* have two other Kahlenbergs in operation in fish boats.

The *Rambler II*, formerly a gas screw boat, is now powered with a 50-60 H. P. Kahlenberg.

Hill Diesel at Twenty-Fifth Annual Motor Boat Show

HILL Diesel Engine Company's Exhibit in Block No. 422, Fourth Floor, includes three of their five by seven pump injection engines.

A SIX cylinder marine unit rated at seventy-five H. P. at 1000 R. P. M. with both air and electric starting systems is shown. This is a popular unit with yachtsmen, many twin and single installations having been made in fine yachts on both coasts. An interesting installation is a pair recently shipped to Port Said, Egypt, for the canal engineer's inspection boat—bringing the total to nineteen Hill Diesels in various service by the Canal Company.

A TWO cylinder twenty-five horsepower marine unit with electric starter is shown. This size is suitable for auxiliary power in sail craft and the smaller pleasure and work boats.

A beautifully finished aluminum THREE cylinder generator set which is to be installed in a ninety-three foot yacht as auxiliary to a pair of the Hill Company's SIX cylinder six by ten propelling engines completes the engine exhibit.

The fifteen K. W. high speed G. E. generator is closely connected by means of silent chain fully housed, making an extremely compact and light weight unit which appeals to yachtsmen demanding complete immunity from gasoline fire hazard plus extreme economy.

The Hill Diesel Engine Company's complete line of propelling engines includes horsepower sizes from ten to one hundred twenty, and auxiliary sets from seven to one hundred kilowatt.

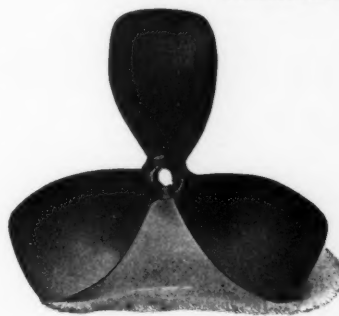
The Hill Company's claims for attention are based on the extreme simplicity and rugged construction of their products, plus their ability to burn fuels as low as twenty degrees Baume without stoppage or fouling of the fuel system.

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SPEED—

EFFICIENCY—

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If for no other reason, you will prefer Kermath because of its everlasting dependability. These boat engines are specially designed from the ground up to stand up under the grind of day in and day out usage.

Each Kermath is built by expert craftsmen in a plant devoted exclusively to the making of marine engines. That's why each Kermath is highly economical—extremely powerful—and a bear for constant work. Tens of thousands in use. No Kermath has ever worn out. Write for complete catalog.

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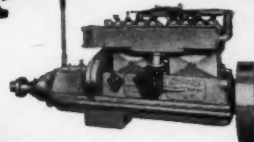
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"A KERMATH ALWAYS RUNS"

KERMATH





R—For Dependable Service Any Sturdy Boat A Palmer Engine

A Palmer Engine is always at your service; always ready to obey . . . powerful . . . faithful . . . dependable.

For over thirty-five years Palmer Engines have been answering the call of duty. Hundreds of other makes have been replaced with Palmers. So when you buy a new boat insist that Palmer Power be installed.

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Palmer Bros. Engines, Inc., are the retail distributors for Lycoming Marine Motors.

Little Huskie 15 h. p. at 1500 R. P. M.	P. B. 6 cyl. 40 h. p. at 1400 R. P. M.	P. A. L. 4 cyl. 25 h. p. at 1200 R. P. M.	Lycoming 8 cyl. 115 h. p. at 3000 R. P. M.
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Out of Sixteen
Diesel Engines in
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BECAUSE --

**Most Profitable
That's All**

Of other engines in the fleet no manufacturer
Has More Than Four Engines

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Standard Motor Construction Co.
134 Pine St., Jersey City, N. J.

STANDARD DIESELS

Tide Calendars for 1930

TIDE Calendars for 1930 are now being distributed by the Vacuum Oil Company, 61 Broadway, New York.

The calendar of New York tides gives tables for Sandy Hook, Governor's Island and Hell Gate Light. An appended page gives information on the computation of tides at all of the other principal ports of the Atlantic Coast.

The calendar for Boston gives tables for high and low water at Commonwealth Pier, Boston and Governor's Island, N. Y., and includes a computation chart for figuring tides at Gloucester, New Bedford, Woods Hole, Newport, Providence, Fall River, Falmouth, Portland, Bar Harbor and other points on the Maine and Massachusetts Coasts.

The calendars are printed on green cardboard and are decorated with a photographic print of a racing fishing boat.

Fishermen, yachtsmen and other seafarers may obtain copies of the calendar by writing to the Vacuum Oil Company at 61 Broadway, N. Y., for the New York calendar or 250 Stuart Street, Boston, Mass., for the Boston calendars.

Atlas at the New York Motor Boat Show

THE Atlas Imperial Diesel Engine Co. of Oakland, California, Eastern Division, 115 Broad Street, New York, N. Y., will exhibit at the Annual Motor Boat Show, which opens in Grand Central Palace, New York City, on January 17th. Space, Blocks F-1 and F-2, Main Floor. The exhibit will consist of two Atlas-Imperial Four Cycle, Solid Injection Type Full Diesel Engines for Cruisers and Yachts as follows: 1 80 B. H. P. Four Cylinder 7 x 8½" Engine. 1 120 B. H. P. Six Cylinder 7 x 8½" Engine. In charge will be the following: F. H. Kilberry, General Sales Manager, Oakland, Calif.; G. N. Somerville, Chief Engineer, Oakland, California; K. H. Nilsson, District Manager, 115 Broad Street, New York City.

"Sunrise on The Grand Banks"

By Charles Robert Patterson

THE picture on the 1930 Columbian Rope Company Calendar shows a scene that was common enough twenty or thirty years ago, but which, alas, will probably never be seen again on the Grand Banks or anywhere else. A big American wooden ship is slowly overhauling a fishing schooner, both of them bound for some North American port. On board the square rigger the watch are setting the fore and mizzen royals and the flying jib, taking advantage of a favorable slant to help them over their course. On the deck of the Gloucester fisherman some of the men are gathered to comment on the stranger overtaking their vessel, some of them, no doubt, reminiscing as the sight of the big ship stirs memories of other days. The writer of this brief article, who happens to be the artist also, has sailed on both types of vessel with this difference, however, that on the square-rigged ships I was a member of the crew, while on the fishing schooner I was the guest of the fishermen. I made a number of trips with fishing vessels in the days gone by, and have a very warm feeling of admiration for the men who manned them. All present indications point to the not far distant day when the fishing schooners will also disappear from the sea, their places to be taken by motor driven craft that have little or no semblance of beauty. Such is progress, and the tragedy of it is that the square rigged sailing ship, man's most beautiful creation, reached its highest point of development just when it was doomed to be laid aside. The same can truly be said about the big modern fishing schooners, such as the "Blue-nose", "Henry Ford", "Columbia", etc.

Mention of the schooner, "Henry Ford" brings back the story that Captain Clayton Morrissey told me one time when I was a guest on board his vessel. The "Henry Ford" on that day was sailing against several other Gloucester vessels, among them the "Shamrock", then brand new. The conversation drifted around to square rigged ships and Captain Morrissey spoke of the days when there were plenty of them to be seen coming and going. "I recall one particular ship," he said, "and she made a picture that I will never forget. It was soon after daybreak, and we were bound to the eastward with a strong north-west breeze, carrying four lowers. As the sun came up, it lighted up something astern of us that looked like a distant iceberg, but which turned out to be a big square-rigger, coming after us. We were travelling some ourselves, but that fellow came right up on us and stormed past. Her skipper was sure getting everything out of his ship."

Light Plant for Auxiliary Service

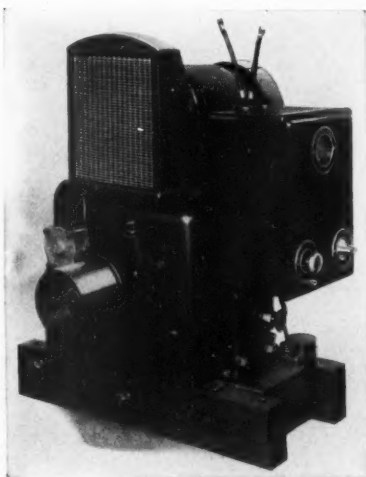
Compact Generating Unit for Light Loads When Not Operating the Main Prime Mover

Complete self-contained engine-generator set supplies current economically for light auxiliary loads

AN independent lighting unit that provides a steady candle power and is available for use when the main power plant is not in operation has been developed by Fairbanks-Morse & Co.

When a vessel is under way power is available from the main propelling unit for lighting purposes but to provide light at such times as the boat is at anchor a separate lighting plant is required.

Because of its simplicity of design, sturdiness of construction, reliability and freedom from excessive maintenance and supervision charges the light plant recently offered by Fairbanks-Morse & Company, we are advised, is finding favor. The plant comes in two sizes of 750 and 1500 Watts capacity respectively. In the assembly the power unit, the ignition system, the generator end and the control mechanism are maintained as separate units not being tied up in any way that introduces complication. The engine used is the Fairbanks-Morse Self Oiling "Z" engine with high tension magneto ignition. The smaller 1½ h.p. unit is designed to operate on gasoline as fuel while the larger 3 h.p. engine can use either gasoline or kerosene.



Light Plant for Auxiliary Service.

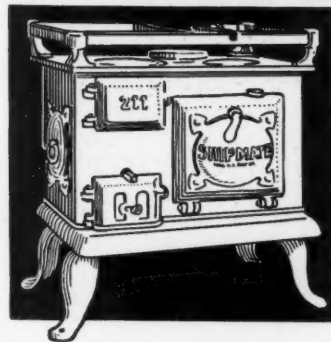
The generator is a ball-bearing machine mounted as a unit directly above the engine. A Flex-Mor "V" belt type drive is used. Because of its great gripping power under all load conditions and its positive action, it does not permit of any variation in the speed relation between the engine and the generator. The control mechanism is contained in the completely enclosed box mounted as a unit on the main frame. It consists simply of a push button start and a "high-low-belt" switch which permits the storage battery to be charged at a rapid rate for regular charges or a low rate for an equalizing charge.

In the "belt" position the generator is electrically disconnected from the engine so that the entire power output is available for mechanical work from a pulley on the engine shaft. The usual storage battery plant starts with a simple push button control; the generator acting as a motor during the starting period, no cranking being required. Ignition is furnished by a high tension rotary magneto which is a complete generating unit in itself and entirely independent of the condition of the storage battery of the plant.

The plant is water cooled by means of a radiator and fan and water circulating system similar to that employed by any automobile engine. The air cooling of the radiator is also arranged to provide for cooling of the generator. The

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48 Years

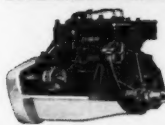


ON THE SEVEN SEAS

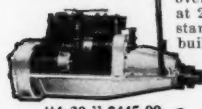
Kept up to date by the introduction of ranges burning the newest fuels, gas and oil, the SHIPMATE line includes the proper cooking equipment for modern boats of every type.

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STAMFORD, CONN.

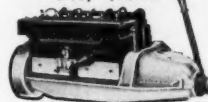
BIG Values only Gray can Give



"17-27," \$285.00



"4-30," \$445.00



"6-40," \$545.00

The new 4-cylinder Gray 17-27 at \$285 has set new standards of value, and established new records for sales. 4-cylinder; 4-cycle; perfectly balanced, sturdy, medium compression; complete in every phase, without clutch and reverse gear. Weight 370 lbs.; 30¼" overall. Develops 17 H.P. at 1000 R.P.M. and 27 H.P. at 2700 R.P.M. \$265 with Bosch Magneto; \$285 with starter, generator, and timer ignition. \$65 extra for built-in 2:1 Morse Reduction Gear.

Gray 4-30 is a sturdy, medium compression "Four" famous for smoothness, power and speed. 4-cycle, 3¾" bore; 4¼" stroke; 42" length overall. Develops 33 H.P. at 2400 R.P.M. Price \$395 with Bosch Magneto; \$445 with starter, generator and timer. Built-in Morse 2:1 Reduction Gear, available for \$65 extra.

Gray 6-40 is the shortest, lightest, lowest (above center of shaft) sturdiest Six in its power class. Big crankshaft, big bearings, long pistons, full pressure lubrication; flame arrester and drip pan. 3 5/16" bore; 3¾" stroke; 50¼" overall; a power unit of amazing smoothness and a genuine buy; price \$545.

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Write for the Gray Book of Boats—many helpful ideas on boats, motors and propellers. Gray's large catalog will be mailed free upon request.



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**A corking material
for a caulker to caulk with**

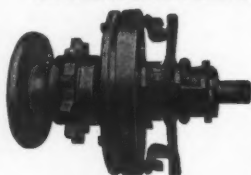
George Stratford Oakum Co.

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For Trawling Gear



Gear is under perfect control at all times. It can be stopped and started under load.

The simplest friction clutch made. Sprocket is mounted on ball bearing sleeve—the whole on stub shaft, attached to fly wheel of engine.

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Fuel Oil Furnace Oil Motor Oil
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We Supply Boats, Homes and Industrial Plants
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United States
Rubber Company**



C. H. THISTLE

Blacksmith--Shipsmith

Ship Work of every Description

99 Duncan St. Telephone 1828-M Gloucester, Mass.

accompanying table gives some of the more important specifications:

Size Plant, watts	750	1500
Horsepower	1½	3
Bore, in.	2¼	3½
Stroke, in.	3¼	5
R. P. M.	1500	800
Fuel tank capacity, qts.	3	8
Lub. Oil Capacity, qt.	1	1
Water capacity, gal.	1½	2¼

Power Pulley:

Diam. in.	4¼	6
Belt width	3	4
Speed, R. P. M.	750*	800

*Half engine speed.

Generator:

Power rating, watts	750	1500
Volts	32	32
.....	or 115	or 115
R. P. M.	3600	3000

Charging rate:

At 32 volts, amperes	18-22	34-42
At 115 volts, amperes	5½- 6	11-13

Floor space:

Height, in.	25½	30½
Width, inc. crank, in.	23¼	30¼
Length, in.	26	32
Shipping weight, lbs.	275	500

While this plant is built in two sizes it is offered with a variety of storage battery combinations which will meet almost any demand placed on the unit for either a 32-volt or standard 115-volt circuit. Either size can also be furnished for direct lighting when it is desired to operate without the storage battery, in which case a special control panel is provided on which is mounted a voltmeter, an ammeter and a field rheostat which permits of voltage regulation of the generator to meet the demands of the load.

Atlantic Coast Fisheries Scholarship

A GIFT to be known as the Atlantic Coast Fisheries Scholarship, open to graduate and under-graduate students with a thorough grounding in physics, chemistry and mathematics, has been presented by the Atlantic Coast Fisheries Company to Dalhousie University, Halifax, N. S.

H. F. Taylor, Nordic Vice-President in charge of research, became interested in the University's School of Fisheries last summer and arranged the scholarship, which has been won by Wesley Stewart, of St. John, N. B., a senior, who will receive \$500.00. Schools of Fisheries at Seattle and Tokio are the only two others in the world.

Cooper-Bessemer Predicts Good Year for Fishing Industry

THE Cooper-Bessemer Corporation, manufacturers of Diesel marine engines for fishing service, reports that business in this field for 1930 seems to have reflected none of the uncertainty caused by the stock market flurry and foresees a steady, consistent development in the fishing industry for the coming year.

At the present time The Cooper-Bessemer Corporation has under construction 38 marine Diesel engines in their Grove City Factory, many of which are destined for use in the fishing fleets.

Dragger Built by Sisson for Chesebro

THE dragger built at the yard of Gilbert Sisson at Noank, Connecticut, for Frank Chesebro, is 42 feet in overall length, with 13 feet, 6 inches beam, and 5 feet, 6 inches draft. The power plant is a 60 horsepower Lathrop engine. There is a large hold for fish and ice, and in the cabin forward are two built-in berths and a Shipmate Range. The boat is heavily constructed and used for dragging in Block Island Sound and adjacent waters.

The Fishing Gear Mart

Use these pages to buy or sell any kind of Fishing Equipment.
Rates: 4 lines, \$2.00 minimum; 50c per line for all over 4 lines.
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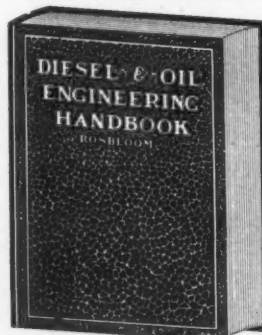
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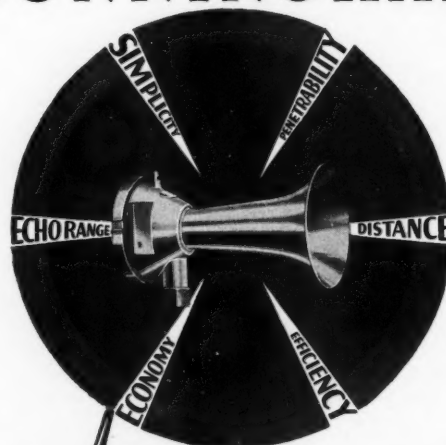
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